DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 13, 2021
Time: After 8:30 A.M.*
Place: In conformance with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.org/about/commissionsboards-hearings and/or by contacting cpc@lacity.org

CEQA Case No.: ENV-2020-6266-SCEA
Incidental Cases: N/A
Related Case: DIR-2020-6265-TOC-SPR-VHCA
Council No.: 13 – O'Farrell
Plan Area: Silver Lake-Echo Park-Elysian Valley
Specific Plan: N/A
Certified NC: Echo Park
General Plan Land Use Designation: Community Commercial & Medium Residential
Zone: [Q]C2-1VL & R3-1VL

Applicant: Michael Sorochinsky, CEI Sunset, LLC
Representative: Dave Rand & Alix Wisner, Armbruster, Goldsmith, & Delvac LLP

Public Hearing: April 6, 2021
Appeal Status: N/A
Expiration Date: N/A
Multiple Approval: No

PROJECT LOCATION: 2217-2235 West Sunset Boulevard; 2216-2218 West Elsinore Street; 1121 North Mohawk Street

PROPOSED PROJECT: Consideration of the SB 375 Sustainable Communities Environmental Assessment for a project consisting of the demolition of existing commercial and residential structures and the construction, use and maintenance of a new 160,425 square-foot, seven story, 176-unit residential project with 18 units for Extremely Low Income Households (ELI), and a maximum height of 79 feet. The project includes 203 automobile parking spaces, and 125 bicycle parking spaces.

RECOMMENDED ACTIONS:

1) **Find** pursuant to Public Resources Code (PRC) Section 21155.2, after consideration of the whole of the administrative record, including the SB 375 Sustainable Communities Environmental Assessment, No. ENV-2020-6266-SCEA ("SCEA"), and all comments received, [after imposition of all mitigation measures, if applicable] there is no substantial evidence that the project will have a significant effect on the environment;
2) **Find** that the City Planning Commission held a hearing on and adopted the SCEA on May 13, 2021 pursuant to PRC Section 21155.2(b);
3) **Find** that the Project is a transit priority project pursuant to PRC Section 21155 and the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior EIR(s), including SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program Environmental Impact Reports (EIRs);

4) **Find** that all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA;
5) **Find** with respect to each significant effect on the environment required to be identified in the initial study for the SCEA, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance or those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency;
6) **Find** that the SCEA reflects the independent judgment and analysis of the City;
7) **Find** the mitigation measures have been made enforceable conditions on the project; and
8) **Adopt** the SCEA and the Mitigation Monitoring Program prepared for the SCEA.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers, Senior City Planner

Oliver Netburn, City Planner

Obiamaka Ude, City Planning Assistant
Obiamaka.ude@lacity.org

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 272, 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 agendized 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) 978-1299.

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Case No. ENV-2020-6266-SCEA

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

In 2008, Senate Bill (SB) 375 was enacted to coordinate land use and transportation planning to reduce greenhouse gas emissions. SB 375 requires Metropolitan Planning Organizations (MPOs), such as the Southern California Association of Governments (SCAG), to create a new component in their Regional Transportation Plan (RTP) to include a Sustainable Communities Strategy (SCS). Government Code Section 65080(b)(2)(B) requires the SCS to set forth a forecasted development pattern for the region that integrates transportation policies to reduce greenhouse gas emissions and achieve the reduction targets approved by the California Air Resources Board. SB 375 also contains new environmental clearances in the California Environmental Quality Act (CEQA) for projects that can qualify under Public Resources Code (PRC) Section 21155 as Transit Priority Projects (TPPs). The SB 375 clearances are intended to meet the goals of the SCS to encourage higher density, infill development located near transit.

In 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In 2020, SCAG adopted the 2020-2045 RTP/SCS. Both the 2016-2040 and 2020-2045 RTP/SCS are used to evaluated any Sustainable Communities project. The RTP/SCS details how the region will integrate its transportation and land use strategies in order to achieve federal regional air quality emissions standards and state greenhouse gas reduction targets. The RTP/SCS identifies three Land Development Categories (LDCs) and 35 place types across the region to characterize existing and future development patterns, and SCAG also identifies major transit stops and high quality transit areas as a means of promoting infill development near transit. SCAG also prepared an Environmental Impact Report (EIR) for the adoption of the RTP/SCS, which included impact analysis related to project approvals consistent with the RTP/SCS and suggested mitigation measures for lead agencies.

The Sustainable Communities Environmental Assessment (SCEA) is an environmental clearance that stems from SB 375 and is similar to a Mitigated Negative Declaration (MND). If a project qualifies as a Transit Priority Project and would mitigate potentially significant impacts to a level of insignificance, the lead agency may choose to prepare a SCEA.[1]

Under PRC Section 21155, to be a Transit Priority Project, the project must:

- Be consistent with the general land use designation, density, building intensity, and policies in the SCAG RTP/SCS; and
- Meet the criteria in PRC Section21155(b) related to minimum density, residential uses, and distance from a major transit stop or high-quality transit corridor included in a regional transportation plan.[2]

Under PRC Section 21155.2(b), a Transit Priority Project may qualify fora SCEA if it meets all of the following:

- The Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in applicable EIRs; and
- An initial study is prepared, and the initial study shows the Project will have less than significant impacts, including if needed, through the imposition of mitigation measures.

[1] If a project qualifies as a Transit Priority Project and meets the criteria in PRC Section 21155.1, a Sustainable Communities Project Exemption may be used. See Technical Bulletin No. 39 on the SB 375 Sustainable Communities Project Exemption.

[2] A 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. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The Findings and Consistency, Section 3 of the SCEA document, provides an analysis of how the proposed project meets the aforementioned criteria and thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under the California Environmental Quality Act (CEQA).

The evaluation of a SCEA differs from standard MND environmental review in that it requires the following additional analysis: (1) consistency analysis with the SCAG RTP/SCS; and (2) analysis to demonstrate all applicable mitigation measures from applicable EIRs have been incorporated into the Project. The SCEA also has additional procedural requirements from an MND.

The draft SCEA shall be circulated for a 30-day public comment period. Notice of the draft SCEA shall be provided in the same manner as required for the Notice of Availability for a Draft EIR pursuant to PRC Section 21092 and CEQA Guidelines Section 15087. The notice shall be mailed to the last known name and address of all individuals who have previously requested such notice in writing. The SCEA shall be posted on the Department's website and in the newspaper, as well as in the office of the County Clerk for a period of at least 30 days.

The draft SCEA was published on March 25, 2021 and circulated for public comment ending on April 29, 2021.

Under a SCEA, the City is not required to analyze growth inducing impacts or project specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network. The Initial Study identifies any cumulative effects that have been adequately analyzed and mitigated in prior applicable certified EIRs.

Lastly, while a SCEA is similar to an MND with regards to the level of analysis, the standard of review is that of a Categorical Exemption, which is a Substantial Evidence standard. Substantial Evidence standard of review allows the lead agency to rely on information provided by a qualified expert within any given area of impact analysis. Consequently, when presented with competing or conflicting information from multiple experts, the lead agency is not compelled to prepare an EIR as the Fair Argument standard of review is not applied.

PROJECT ANALYSIS

PROJECT DESCRIPTION

The proposed project encompasses a 1.14-acre site currently developed and partially developed with a mix of commercial and residential buildings. Additionally, there are 27 non-protected trees on the Project Site. The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of parking (203 vehicle parking spaces), including one level of subterranean parking. Eighteen of the units would be designated for Extremely Low-Income Households. The Project also includes a total of 125 bicycle parking spaces and 19,427 square feet of open space. The seven-story building would reach 79 feet in height. All removed trees would be replaced in accordance with the City's tree replacement requirements. Construction of the Project is estimated to occur over a 28-month period and would include the export of approximately 47,000 cubic yards of soil.

To allow for implementation of the Project, the Project Applicant is requesting the following entitlements: 1) Pursuant to the Transit Oriented Communities (TOC) Guidelines and LAMC Section 12.22.A.31, ministerial clearances for a Tier 3 density increase of up to 70 percent to allow a maximum of 176 units in lieu of 101 units, to allow increased floor area ratio (FAR) of up 3.75:1 in the [Q]C2-1VL portion of the site and up to 4.5:1 in the R3-1VL portion of the site, and to allow reduced parking; 2) Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, additional incentives to allow the RAS3 zone five-foot side yard setback in the C zone in lieu of the otherwise required ten-foot side yard setbacks; to allow a 22-foot increase of the permitted height for a maximum height of 79 feet in lieu of 57 feet; and to allow the averaging of floor area, density, parking and open space, and to allow vehicular access from a less restrictive zone to a more restrictive zone; and 3) Pursuant to LAMC Section 16.05, a Site Plan Review (SPR) approval.

The City of Los Angeles will receive comments on the Sustainable Communities Environmental Assessment beginning March 25, 2021 and ending April 29, 2021. No comments were received. Additional information on the comments received can be found in Exhibit A attached to this report.

Figure 1. Proposed Development at 2217-2235 West Sunset Boulevard; 2216-2218 West Elsinore Street; 1121 North Mohawk Street

Surrounding Properties

Surrounding uses are within residential and commercial zones and are generally developed with residential multi-family and commercial structures. The project site is located in the Echo Park neighborhood, a long-developed and urbanized area. The vicinity consists primarily of established, single and multi-family residences with low-rise commercial uses lining Sunset Boulevard. The properties to the north, are characterized primarily by single-story residences abutting Elsinore Street in the R3-1VL zone. The properties to the east, abutting the subject site are zoned [Q]C2-1VL and are developed with commercial structures on a hillside in use as a Hindu Temple. The properties to the south across Sunset Boulevard, are zoned [Q]C2-1VL and are improved with commercial structures including a 7Eleven convenience store and a dog daycare center. The properties to the west, abutting Sunset are single-story commercial uses in the [Q]C2-1VL zone, and across Mohawk Street, properties are zoned R3-1VL and are developed with multi-family residential buildings.

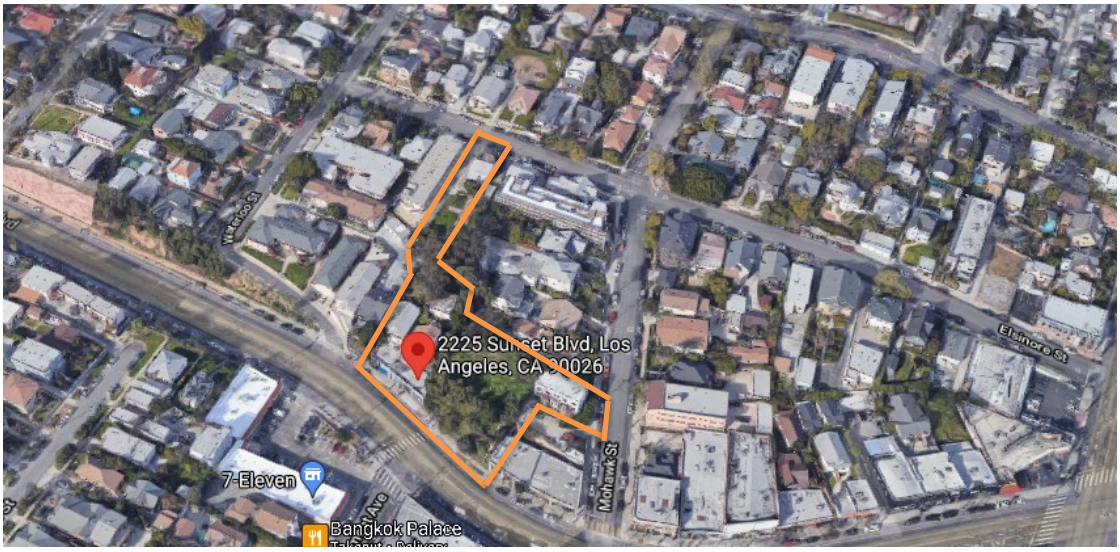


Figure 2. Project Site and Surrounding Area

<u>PUBLIC HEARING</u>

A public hearing on this matter with the Hearing Officer was held via teleconference on Tuesday April 6, 2021. No representatives of Council District 13 were present to give testimony on the project. The Project representatives Dave Rand and Alix Wisner of Armbruster, Goldsmith & Delvac, as well as architect Jesse Ottinger of Ottinger Architects were present on behalf of the applicant. Three members of the public gave testimony on the project:

Judy Oroshnik, member of the Echo Park Improvement Association (EPIA) indicated support for the project and read the EPIA letter of support previously sent to planning staff dated March 5, 2021 into the record:

> "*Ms. Ude:*
>
> *The Echo Park Improvement Association (EPIA) respectfully recommends approval for this project as presented at our March 4, 2021 meeting.*
>
> *We met with the development team in December 2020 and provided substantial feedback. At the March 2021 meeting we saw most of our suggestions incorporated in an adjusted design such as street front treatment relative to historic nearby structures, relocation on rooftop deck that was previously overlooking lower density residential neighborhood,*

rideshare accommodations and lobby treatment. Our one word of caution was the inclusion of (18) 5-bedroom units which greatly contrasts with the size of other units, and may create management risk for the owners.

We greatly appreciate the development team's engagement with us. We find that the design is well above standard for these projects, is exemplary for its exterior materials used and how well it utilizes the site.

For these reasons, we ask that the City approve the project with entitlements as requested.

Thank you for your consideration:

Andrew Garsten
EPIA President"

Melissa Schulman, abutting business owner of Yoga-urt was concerned about the issue of parking during development and potential disruption to business during construction. Schulman also vocalized concern about a tree being planted in front of her place of business in the project rendering and requested that it not be located there as it would obstruct her business.

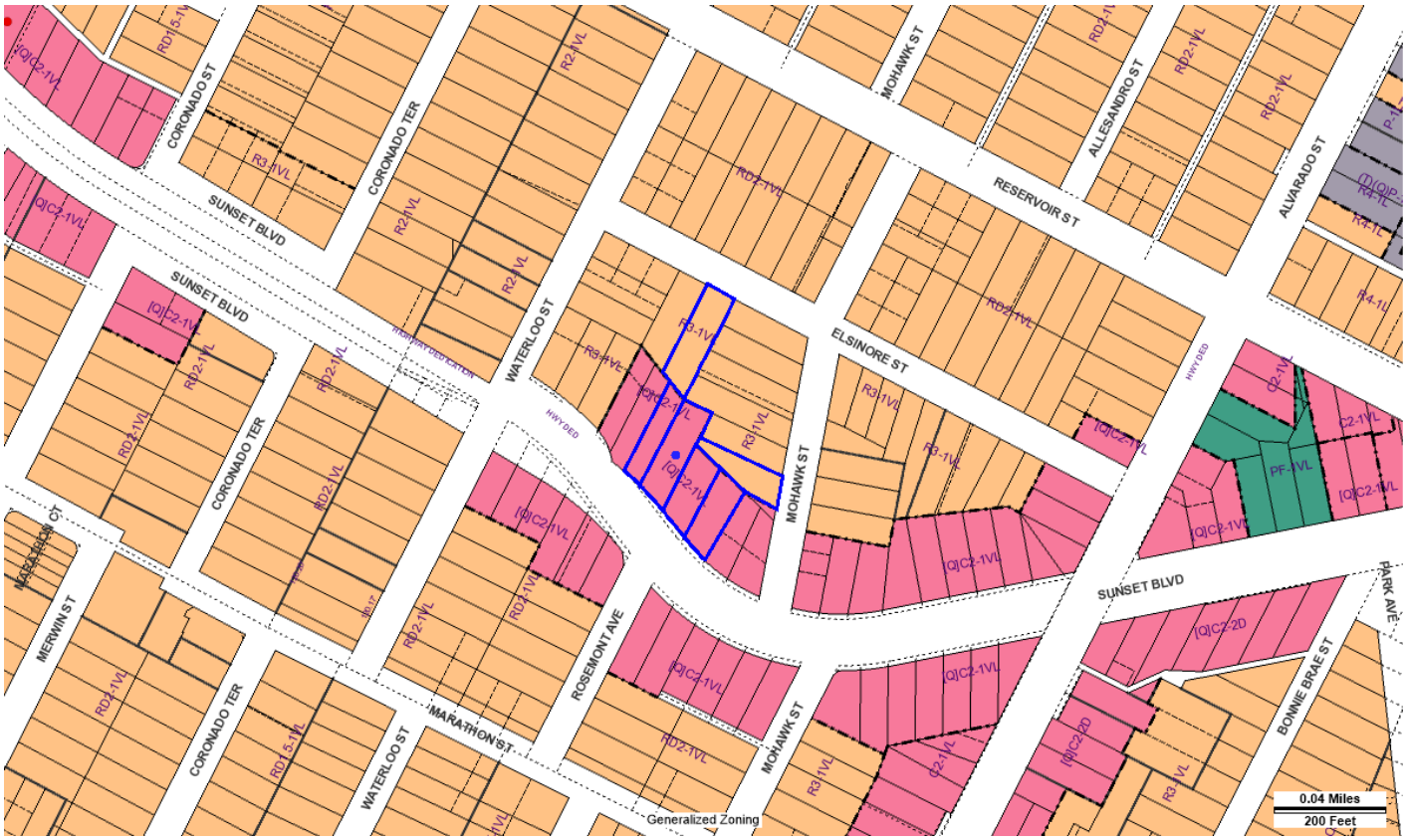
Gina, a local resident spoke in opposition to the project indicating that she would like to see more affordable housing as part of the development beyond the 18 units set aside for Extremely Low Income households.

STAFF CONCLUSION AND RECOMMENDATION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that Sustainable Communities Environmental Assessment, No. ENV-2020-6266-SCEA is a Transit Priority Project, that there is no substantial evidence that the project will have a significant effect on the environment, and adopt Sustainable Communities Environmental Assessment, No. ENV-2020-6266-SCEA and the Mitigation Monitoring Program prepared for the SCEA.

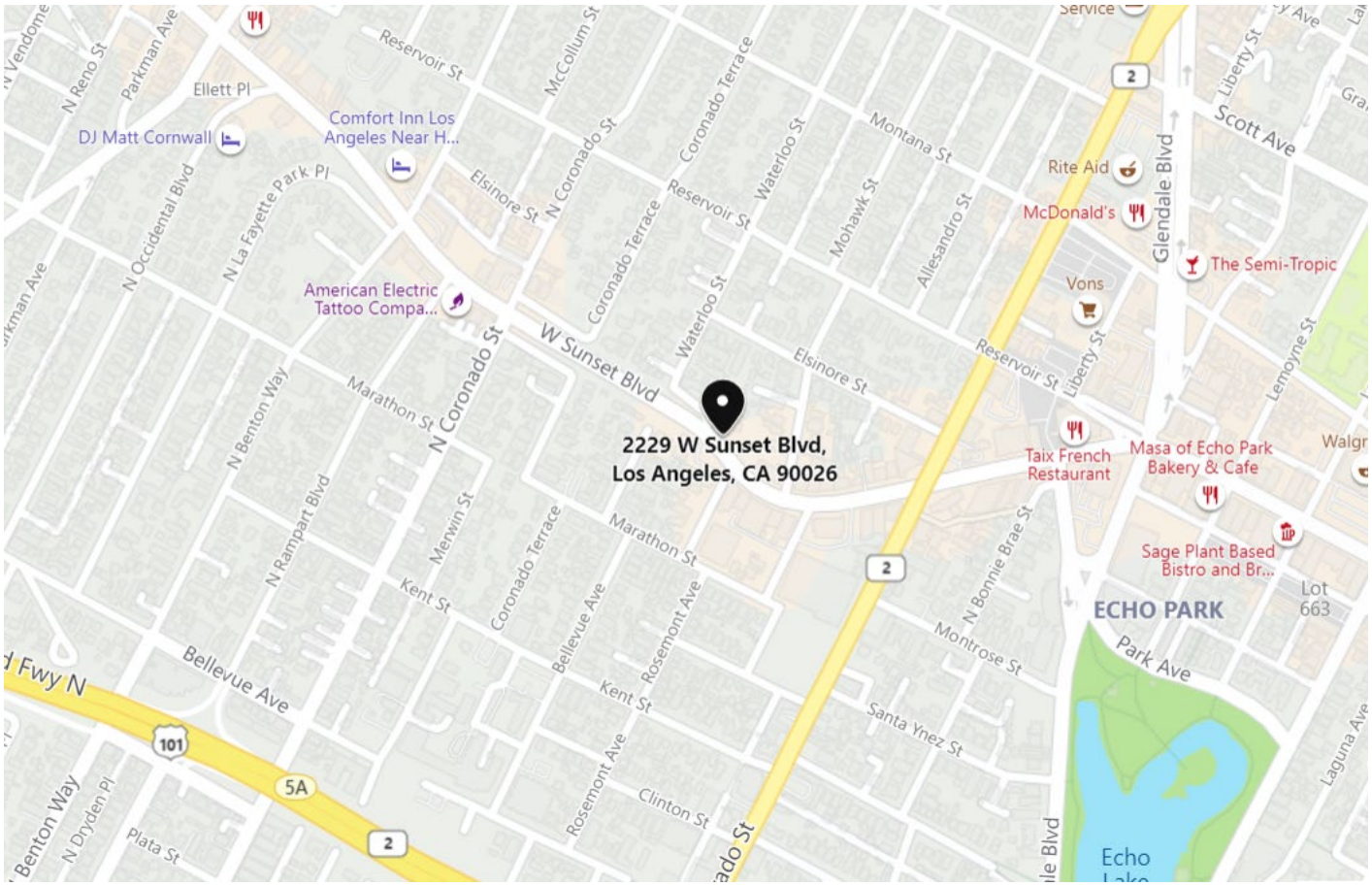
Maps

Zoning Map

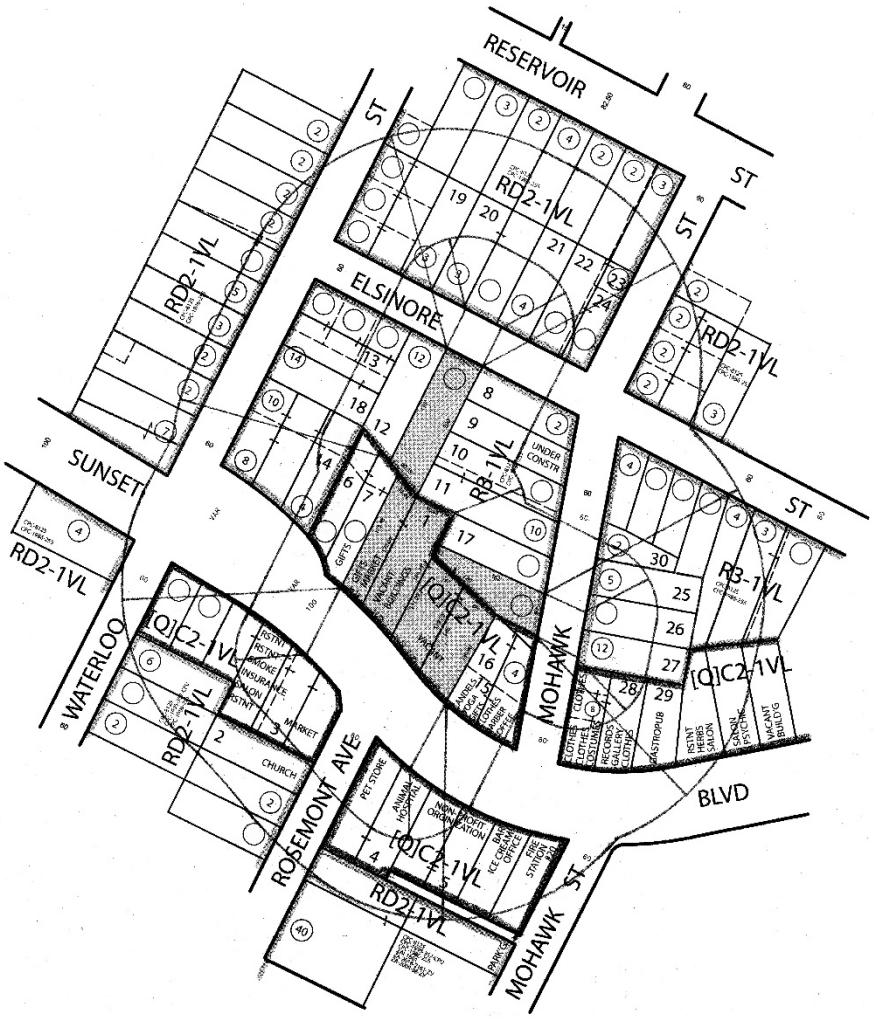


CORONADO ST
CORONADO TER
SUNSET BLVD
WATERLOO ST
MOHAWK ST
ALLESANDRO ST
RESERVOIR ST
ALVARADO ST
ELSINORE ST
HWY DED
MERWIN ST
MARATHON ST
ROSEMONT AVE
BONNIE BRAE ST
PARK AVE
R3-1VL
R2-1VL
RD2-1VL
[Q]C2-1VL
[Q]C2-2D
PF-1VL
C2-1VL
R4-1L
Generalized Zoning
0.04 Miles
200 Feet

Vicinity Map



Radius Map



SITE PLAN REVIEW - TOC

QMS Quality Mapping Service
14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 - Fax (818) 997-0351
qmapping@qesqms.com

THOMAS BROTHERS
Page: 594 **Grid:** D7

LEGAL

"SEE APPS"

ASSESSOR PARCEL NUMBER: 5402-031-(023, 026)

SITE ADDRESS: 2217-2235 W. SUNSET BLVD
2216-2218 ELSINORE ST
1121 MOHAWK ST

CD: 13
CT: 1956.00
PA: SILVER LAKE - ECHO PARK-ELYSIAN VALLEY
USES: FIELD

CASE NO:
SCALE: 1" = 100'
D.M.: 141A207, 141A205, 139-5A205, 139-5A207

CONTACT: ARMBRUSTER GOLDSMITH & DELVAC LLP
PHONE: 310-209-8800

NORTH

DATE: 04-08-20
Update:

NET AC: 1.14
QMS: 20-121

Exhibit A

SB 375
Sustainable Communities Environmental Assessment
Case No. ENV-2020-6266-SCEA

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

Echo Park Project

Case Number: ENV-2020-6266-SCEA

Project Location: 2217 – 2235 ½ Sunset Boulevard; 2216-2218 Elsinore Street; and 1121 Mohawk Street, Los Angeles, CA 90026

Community Plan Area: Silver Lake – Echo Park – Elysian Valley

Council District: 13 – Mitch O-Farrell

Project Description: Echo Park Project (the "Project") encompasses a 1.14-acre site currently developed and partially developed with a mix of commercial and residential buildings. Additionally, there are 27 non-protected trees on the Project Site. The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of parking (203 vehicle parking spaces), including one level of subterranean parking. Eighteen of the units would be designated for Extremely Low Income Households. The Project also includes a total of 125 bicycle parking spaces and 19,427 square feet of open space. The seven-story building would reach 79 feet in height. All removed trees would be replaced in accordance with the City's tree replacement requirements. Construction of the Project is estimated to occur over a 28-month period and would include the export of approximately 47,000 cubic yards of soil. To allow for implementation of the Project, the Project Applicant is requesting the following entitlements: 1) Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, ministerial clearances for a Tier 3 density increase of up to 70 percent to allow a maximum of 176 units in lieu of 101 units, to allow increased floor area ratio (FAR) of up 3.75:1 in the [Q]C2-1VL portion of the site and up to 4.5:1 in the R3-1VL portion of the site, and to allow reduced parking; 2) Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, additional incentives to allow the RAS3 zone five-foot side yard setback in the C zone in lieu of the otherwise required ten-foot side yard setbacks; to allow a 22-foot increase of the permitted height for a maximum height of 79 feet in lieu of 57 feet; and to allow the averaging of floor area, density, parking and open space, and to allow vehicular access from a less restrictive zone to a more restrictive zone; and 3) Pursuant to LAMC Section 16.05, Site Plan Review approval.

PREPARED FOR:
City of Los Angeles
Department of City Planning

PREPARED BY:
CAJA Environmental Services
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

APPLICANT:
CEI Sunset, LLC
12121 Wilshire Boulevard
Los Angeles, CA 90025

March 2021

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Table XIX-9 Estimated Cumulative Solid Waste Generation[1]....5-254

1 INTRODUCTION

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the California Public Resources Code.

1.1 PROJECT DESCRIPTION SUMMARY

The Project involves the demolition and removal of all existing structures and trees from the Project Site and the construction of a 153,781-square-foot, 176-unit multi-family residential building with three levels of vehicle parking, including one subterranean parking level. Project plans are shown on Figures 2-4 through 2-26. The seven-story building would reach 79 feet in height. Of the 176 proposed units, 18 will be designated for Extremely Low Income Households.

To allow for implementation of the Project, the Project Applicant is requesting the following entitlements:

1. Pursuant to the Transit Oriented Communities (TOC) Guidelines and Los Angeles Municipal Code (LAMC) Section 12.22.A.31, ministerial clearances for a Tier 3 density increase of up to 70 percent to allow a maximum of 176 units in lieu of 101 units, to allow increased floor area ratio (FAR) of up 3.75:1 in the [Q]C2-1VL portion of the site and up to 4.5:1 in the R3-1VL portion of the site, and to allow reduced parking.

2. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, additional incentives to allow the RAS3 zone five-foot side yard setback in the C zone in lieu of the otherwise required ten-foot side yard setbacks; to allow a 22-foot increase of the permitted height for a maximum height of 79 feet in lieu of 57 feet; and to allow averaging of floor area, density, parking and open space, and to allow vehicular access from a less restrictive zone to a more restrictive zone.

3. Pursuant to LAMC Section 16.05, Site Plan Review approval.

Lead Agency:	City of Los Angeles Department of City Planning 200 North Spring Street, Room 621 Los Angeles, CA 90012
City Staff Contact:	Obiamaka Ude, Planning Assistant 213-978-1394
Project Applicant:	2225 Sunset LLC 12121 Wilshire Boulevard, Suite 801 Los Angeles, CA 90025

1.2 BACKGROUND INFORMATION ON SENATE BILL 375 AND THE SCEA

The State of California adopted Senate Bill 375 (SB 375), also known as "The Sustainable Communities and Climate Protection Act of 2008," which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's greenhouse gas (GHG) emissions reduction mandates. SB 375 requires the State's 18 metropolitan planning organizations to incorporate a "sustainable communities strategy" (SCS) into the regional transportation plans to achieve their respective region's greenhouse gas emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tools is the SCEA.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization (MPO) for the County of Los Angeles (along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura). The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) is SCAG's most recent RTP/SCS. Similar to the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region's transportation needs between 2020 and 2045, as well as achieve CARB's GHG emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies, and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. Collectively, the 2016-2040 RTP/SCS and 2020-

2045 RTP/SCS demonstrate how the SCAG region will achieve CARB's identified targets, and for this reason, this SCPE addresses the consistency of the Project with both plans.

SB 375 allows the City, acting as lead agency, to prepare a SCEA as the environmental CEQA Clearance for "transit priority projects" (as described below) that are consistent with SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS.

1.3 TRANSIT PRIORITY PROJECT CRITERIA

SB 375 provides CEQA streamlining benefits to qualifying transit priority projects (TPPs). For purposes of projects in the SCAG region, a qualifying TPP is a project that meets the following four criteria (see Public Resources Code §21155 (a) and (b)):

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCAG 2020-2045 RTP/SCS;

2. Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

3. Provides a minimum net density of at least 20 units per acre; and

4. Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

1.4 SCEA PROCESS AND STREAMLINING PROVISIONS

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards or criteria set forth in all prior applicable EIRs (i.e., SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIRs) and that are determined to not result in significant and unavoidable environmental impacts may be approved with a SCEA. The specific substantive and procedural requirements for the approval of a SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts, except for the following:

    a. Growth-inducing impacts, and

b. Project-specific or cumulative impacts from cars and light trucks on global warming or the regional transportation network.[1]

Note: All relevant and applicable mitigation measures from the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIR shall be incorporated into the Project prior to conducting the initial study analysis.

2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.

3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

4. A draft of the SCEA shall be circulated for a public comment period not less than 30 days, and the lead agency shall consider all comments received prior to acting on the SCEA.

5. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:

   a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and

   b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

      i. Changes or alternations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

      ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

---

[1] *"Regional transportation network" means all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety, or operations of the regional transportation network or local streets and roads.*

6. The lead agency's decision to review and approve a TPP with a SCEA shall be reviewed under the substantial evidence standard.

1.5 REQUIRED FINDINGS

Based on the information contained in Section 2 (Project Description), Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis), Section 4 (Applicability of Mitigation Measures from Prior EIRs), and Section 5 (Sustainable Communities Environmental Impact Analysis) of this document, the City finds that preparation of a SCEA in accordance with Public Resources Code Section 21155.2(b) is appropriate for the Project for the following reasons:

- The Project is consistent with the general use designations, density, building intensity, and applicable policies specified for the area of the Project Site in the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS prepared by SCAG, which is the MPO for the City.

- The State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted SCAG's determination that the sustainable communities strategy adopted by SCAG in the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS would, if implemented, achieve the greenhouse gas emissions reduction targets.

- The Project qualifies as a transit priority project pursuant to Public Resources Code Section 21155 in that the Project contains more than 50 percent residential use; provides a minimum net density greater than 20 units an acre; and is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan;

- The Project is a residential or mixed-use project as defined by Public Resources Code Section 21159.28(d);

- The Project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior environmental reports and adopted findings made pursuant to Public Resources Code Section 21081, including the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program Environmental Impact Reports (Program EIRs);

- All potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) in an initial study have been identified and analyzed in an initial study; and

- As outlined in detail in Section 5 (Sustainable Communities Environmental Impact Analysis) changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of less than significant.

1.6 ORGANIZATION OF THE SCEA

Based on the information presented above, the SCEA for the Project is organized as follows:

Section 1. Introduction: This section provides introductory information about the Project and background information regarding SB 375, lists the TPP criteria, and describes the required content of the SCEA.

Section 2. Project Description: This section provides a detailed description of the environmental setting and the Project, including Project characteristics and environmental setting.

Section 3. SCEA Criteria and Transit Priority Project Consistency: This section includes a discussion of the Project's consistency with the TPP criteria listed above and demonstrates that the Project satisfies all necessary criteria for approval of a SCEA as set forth in California Public Resources Code Sections 21155 and 21155.2.

Section 4. Applicability of Mitigation Measures from Prior EIRs: This section identifies all of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP) for SCAG's 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIRs and a discussion of the applicability of the mitigation measures to the Project.

Section 5. Sustainable Communities Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of Project-specific and cumulative impacts associated with each subject area. Where the evaluation identifies potentially significant effects, as identified on the Checklist, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Section 6. Project Mitigation Measures: This section lists the mitigation measures identified in Section 5 that are required to ensure that Project impacts would be less than significant.

Section 7. Preparers of the SCEA: This section identifies the parties involved in preparation of the SCEA.

Appendices: Includes various documents, technical reports, and information used in preparation of the SCEA and can be found in the case file for ENV-2020-6266-SCEA of the Department of City Planning.

2 PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

The 1.14-acre Project Site comprises six parcels and is located at 2217-2235½ Sunset Boulevard, 1121 Mohawk Street, and 2216-2218 Elsinore Street in the Silver Lake-Echo Park-Elysian Valley Community Plan area of the City of Los Angeles (City). Additional Project Site data are shown on Table 2-1. The Assessor Parcel Numbers (APNs) for the Project Site are 5402-031-023 and 5402-031-026. The regional context for the Project Site is shown on Figure 2-1. The boundaries of the Project Site are shown on Figure 2-2. As shown on Figure 2-2, the Project Site is located within an existing mixed residential neighborhood that is generally bound by Sunset Boulevard to the south, Waterloo Street to the west, Elsinore Street to the north, and Mohawk Street to the east. Other uses in the greater Project Site area include a mix of commercial and residential uses along Sunset Boulevard, with mixed residential extending north and south of Sunset Boulevard and east and west of the Project Site. Additionally, there are 27 non-protected trees on the Project Site.

Table 2-1
Project Site Data

Parcel	Address(es)	Size	Existing Development	Existing Zoning	Existing Land Use Designation
1	2233 1/2-2235 1/2 Sunset Boulevard	6,412 sf	1 Commercial Building 1 Single-Family House 2 Ancillary Structures	[Q]C2-1VL	Community Commercial
2	2225 1/2-2229 1/2 Sunset Boulevard	10,289 sf	1 Commercial Building 1 Single-family House 1 Duplex 1 Ancillary Residence	[Q]C2-1VL	Community Commercial
3	2216-2218 Elsinore Street	10,311 sf	1 Single-Family House 1 Ancillary Residence	R3-1VL	Medium Residential
4	2217 Sunset Boulevard	7,733 sf	None	[Q]C2-1VL	Community Commercial
5	2223 Sunset Boulevard	7,668 sf	None	[Q]C2-1VL	Community Commercial
6	1121 Mohawk Street	7,031 sf	1 Single-Family House	R3-1VL	Medium Residential

sf = square feet
[Q]C2-1VL = Qualified Condition, Commercial Zone, Height District 1VL
R3-1VL = Multiple Dwelling Zone, Height District 1VL

Legend

Project Site

Source: Google Maps, 2020.

Figure 2-1
Regional Map

Legend

Project Site

Source: Google Maps 2020.

Figure 2-2
Aerial Map

Regional access to the Project Site is provided by the 101 Freeway located approximately 0.5 miles to the south. Local access to the Project Site is provided via Alvarado Street, Sunset Boulevard, Mohawk Street, and Elsinore Street. Existing vehicular access for the single- and multi-family buildings is provided via one driveway on Mohawk Street and one driveway on Elsinore Street. Vehicular access is not provided for the existing commercial uses.

The topography of the Project Site slopes up from Sunset Boulevard on the south and from Mohawk Street on the east, with elevations ranging from approximately 422 feet above sea level (asl) to approximately 460 feet asl. As outlined on Table 2-1, a portion of the Project Site is not currently developed (although it has been in the past), while the remainder is developed with single-family homes, commercial buildings, an ancillary residence, and ancillary structures. There are 27 non-protected trees on the Project Site that measure eight inches or greater in diameter at breast height (DBH).

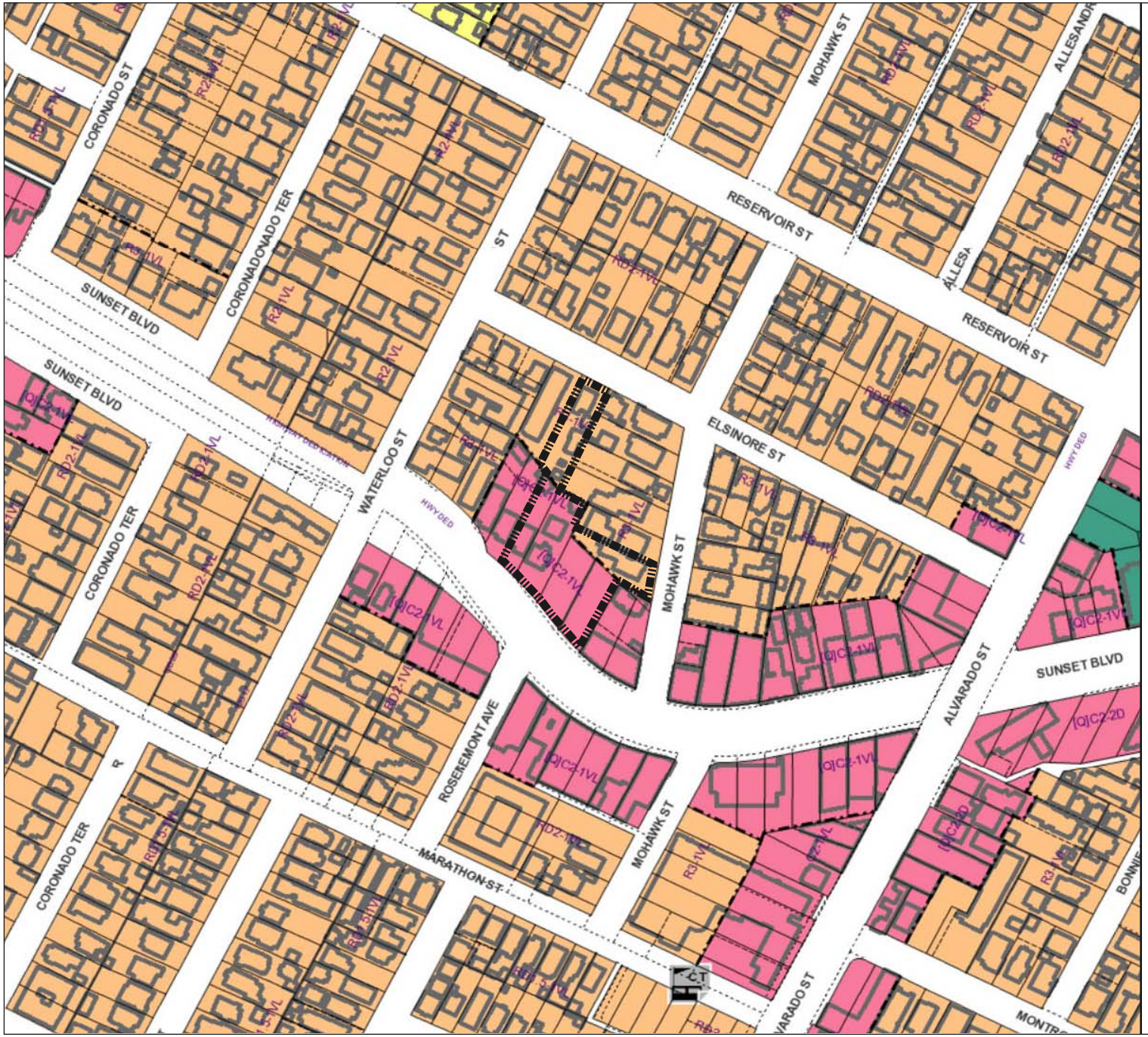
As shown on Figure 2-3, the Project Site is zoned [Q]C2-1VL (Qualified Condition, Commercial Zone, Height District 1VL) and R3-1VL (Multiple Dwelling Zone, Height District 1VL). As shown on Figure 2-4, the land use designations for the Project Site are Community Commercial and Medium Residential. The Project Site is also located in a Los Angeles State Enterprise Zone and a Transit Priority Area in the City of Los Angeles.

2.2 DESCRIPTION OF PROJECT

Project Overview

The Applicant is seeking additional units under the City of Los Angeles Transit Oriented Communities (TOC) Guidelines with base incentives for increased density, increased floor area ratio (FAR), and reduced parking and three additional incentives for RAS3 Zone yard setbacks in the commercial zone, increased height, and averaging of floor area, density, open space, and parking. Based on the Project Site's location within 750 feet of a Major Transit Stop and served by a qualifying regular bus line that intersects with a Rapid bus line, the Project is eligible for Tier 3 incentives under the TOC Guidelines with the provision of affordable housing.

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of parking, including one level of subterranean parking. Project plans are shown on Figures 2-4 through 2-26. The seven-story building would reach 79 feet in height.



Legend

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF
- Charter School
- Project Site

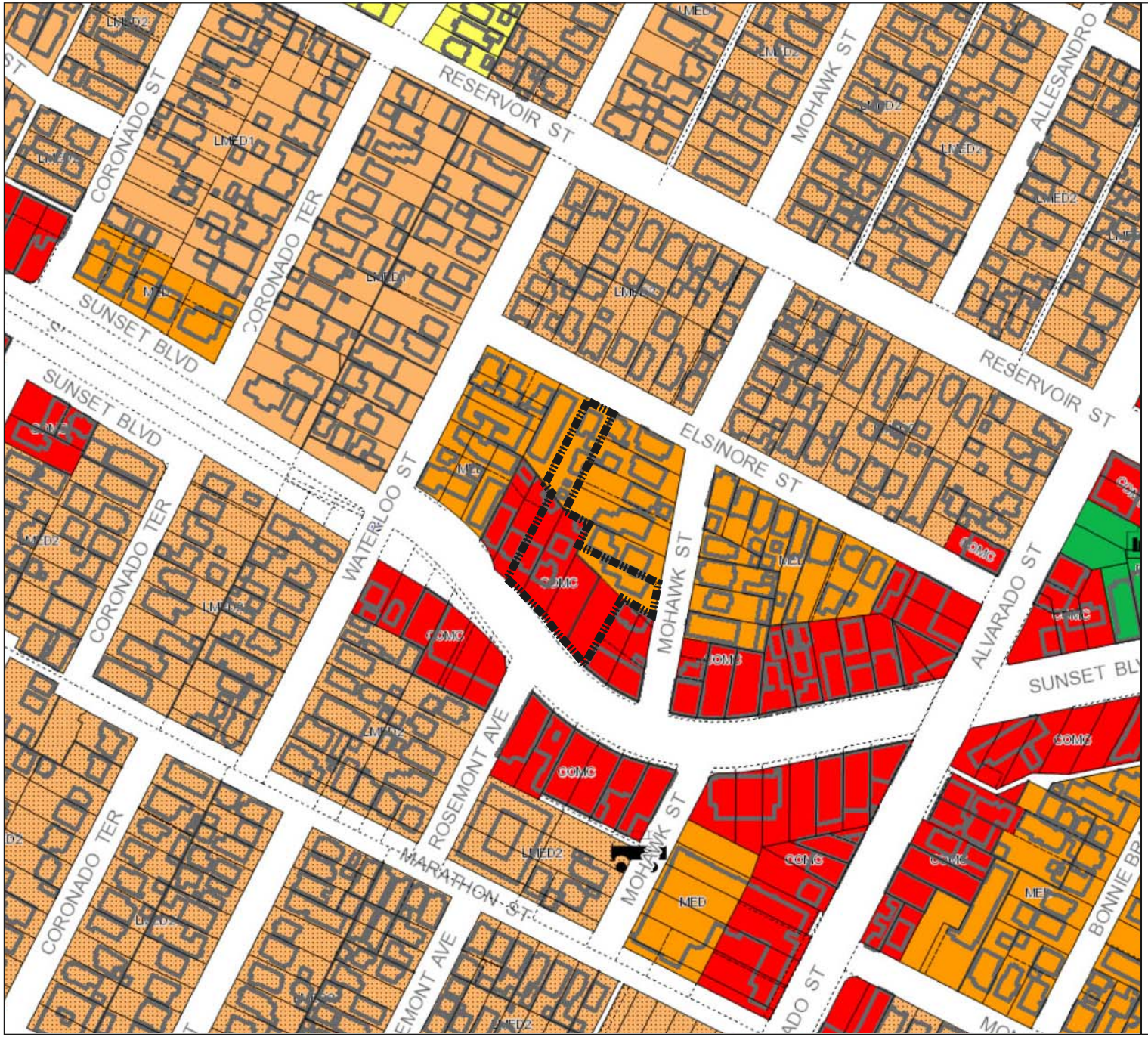
NORTH

0 100 200

Scale (Feet)

Source: Los Angeles City Planning Department: http://zimas.lacity.org/, accessed September 29, 2020.

Figure 2-3
Existing Zoning



Legend

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL
- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL
- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

FRAMEWORK

COMMERCIAL
- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL
- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING
- Parking Buffer

PORT OF LOS ANGELES
- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT
- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES
- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

INDUSTRIAL
- Limited Industrial
- Light Industrial

- Project Site
- Fire Station
- Area Library

NORTH

0 100 200
Scale (Feet)

Figure 2-4
Existing Land Use Designation

Source: Los Angeles City Planning Department: http://zimas.lacity.org/, accessed September 29, 2020.

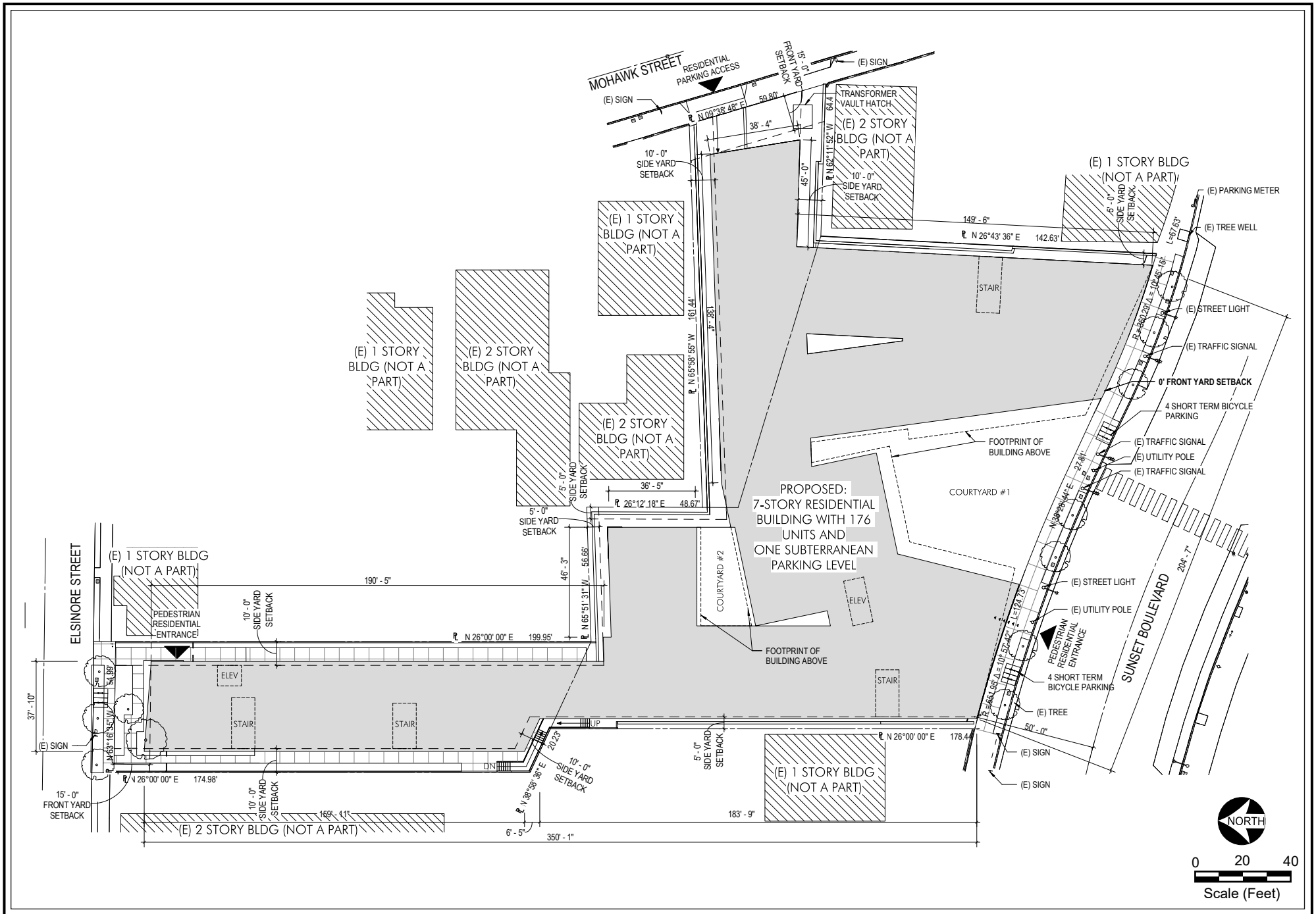


Figure 2-5
Site Plan

Source: Ottinger Architects, 2020.

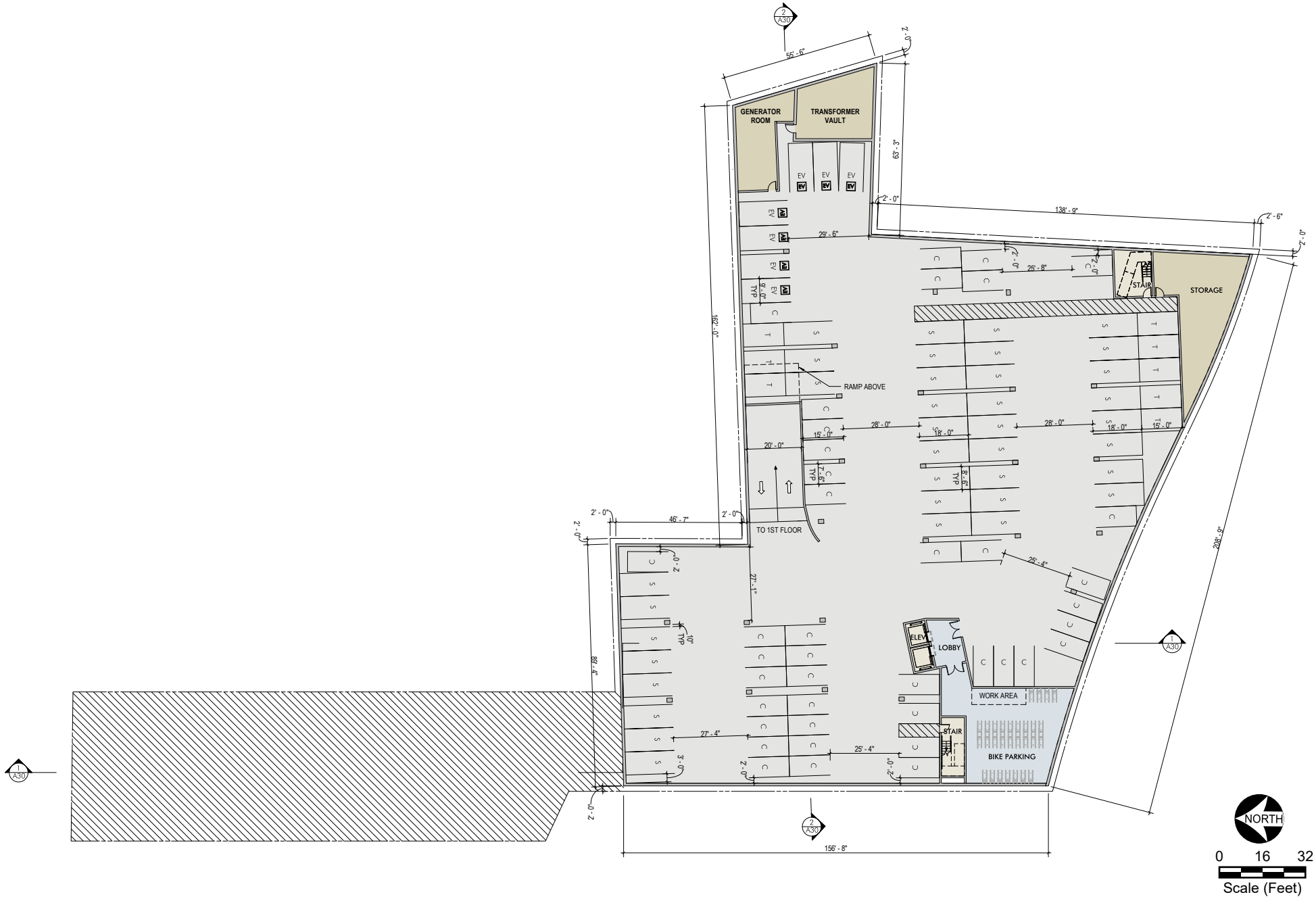


Figure 2-6
Level P1 Plan

Source: Ottinger Architects, 2020.

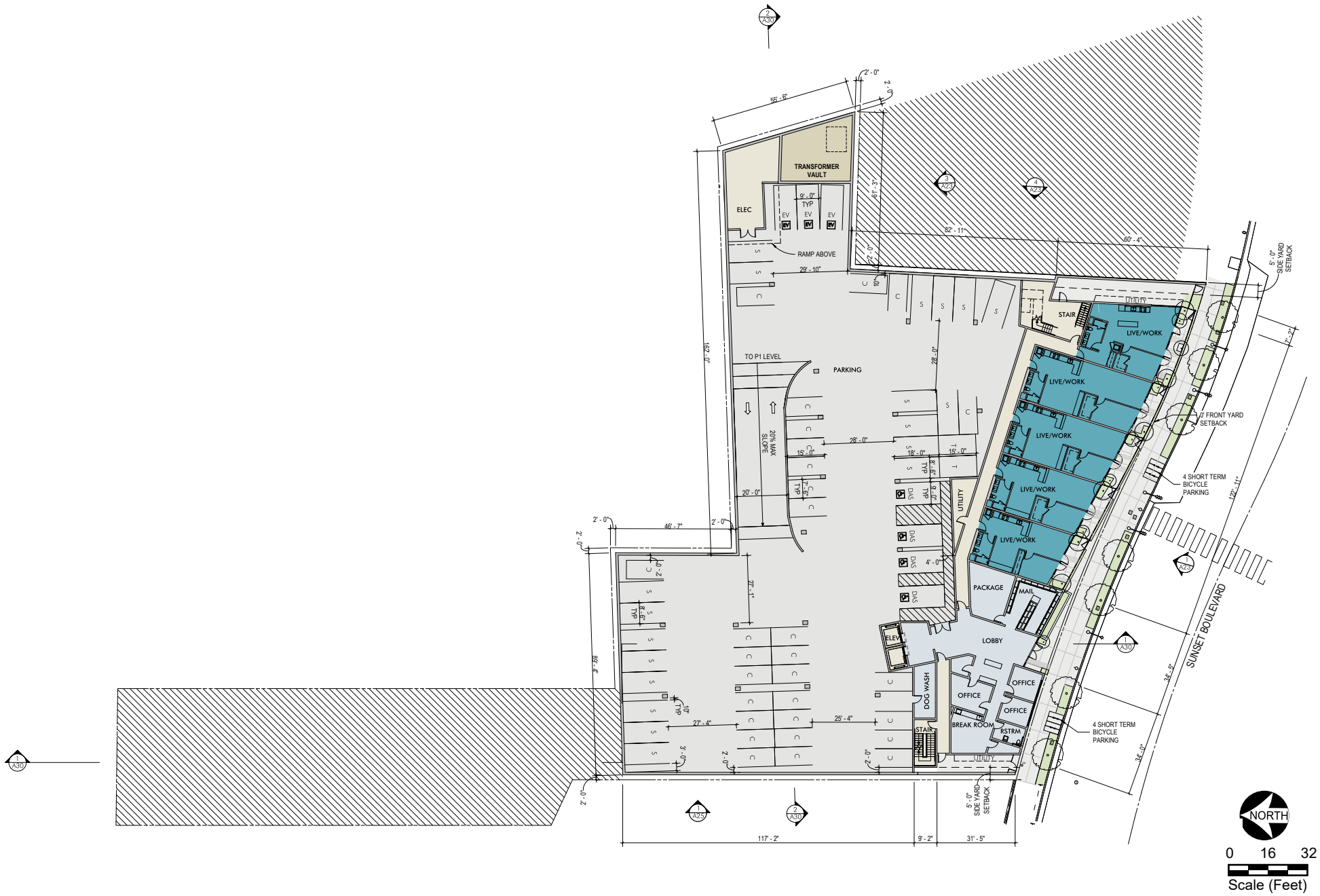


Figure 2-7
1st Floor Plan

Source: Ottinger Architects, 2020.

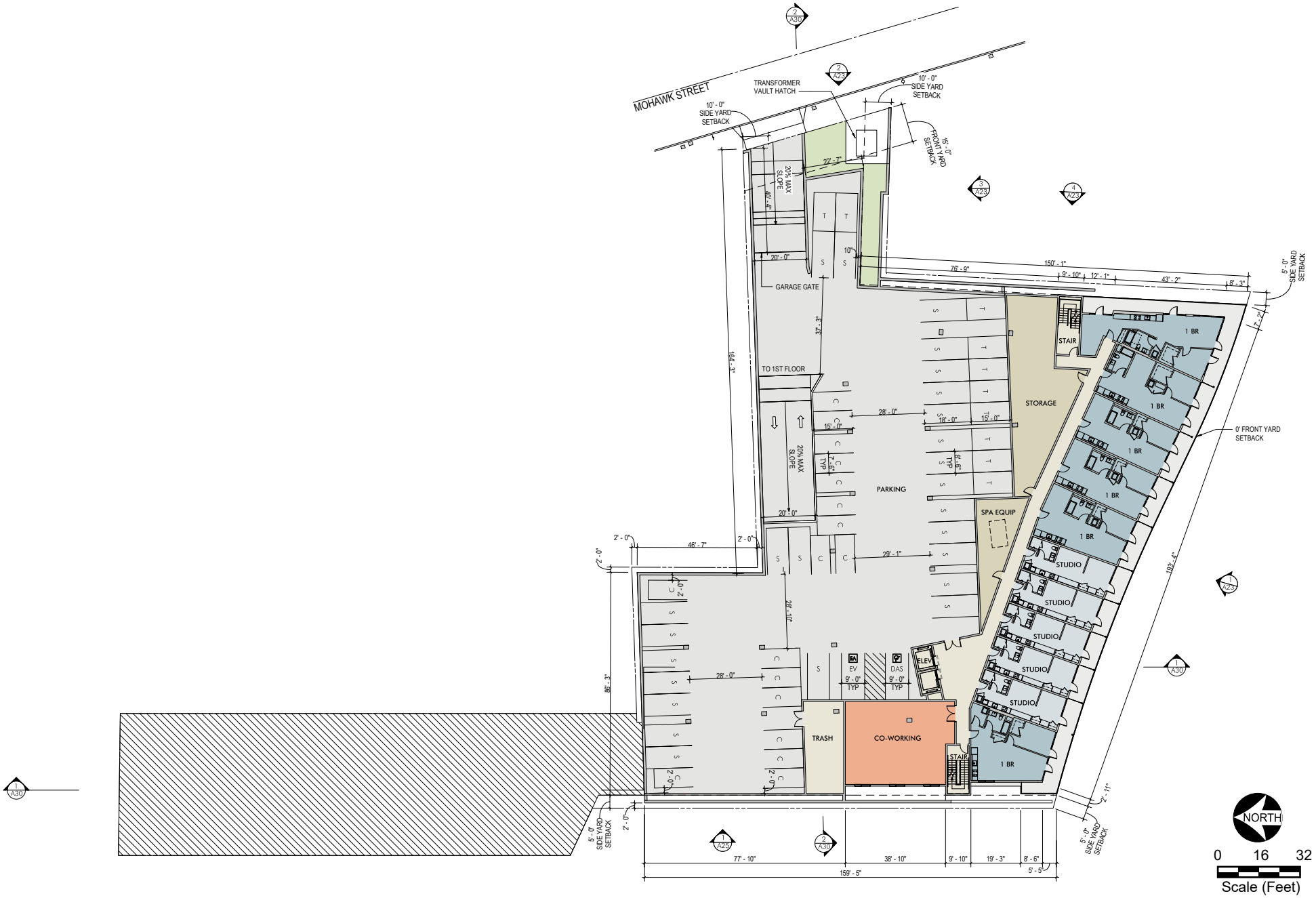


Figure 2-8
2nd Floor Plan

Source: Ottinger Architects, 2020.

Figure 2-9
3rd Floor Plan

Source: Ottinger Architects, 2020.

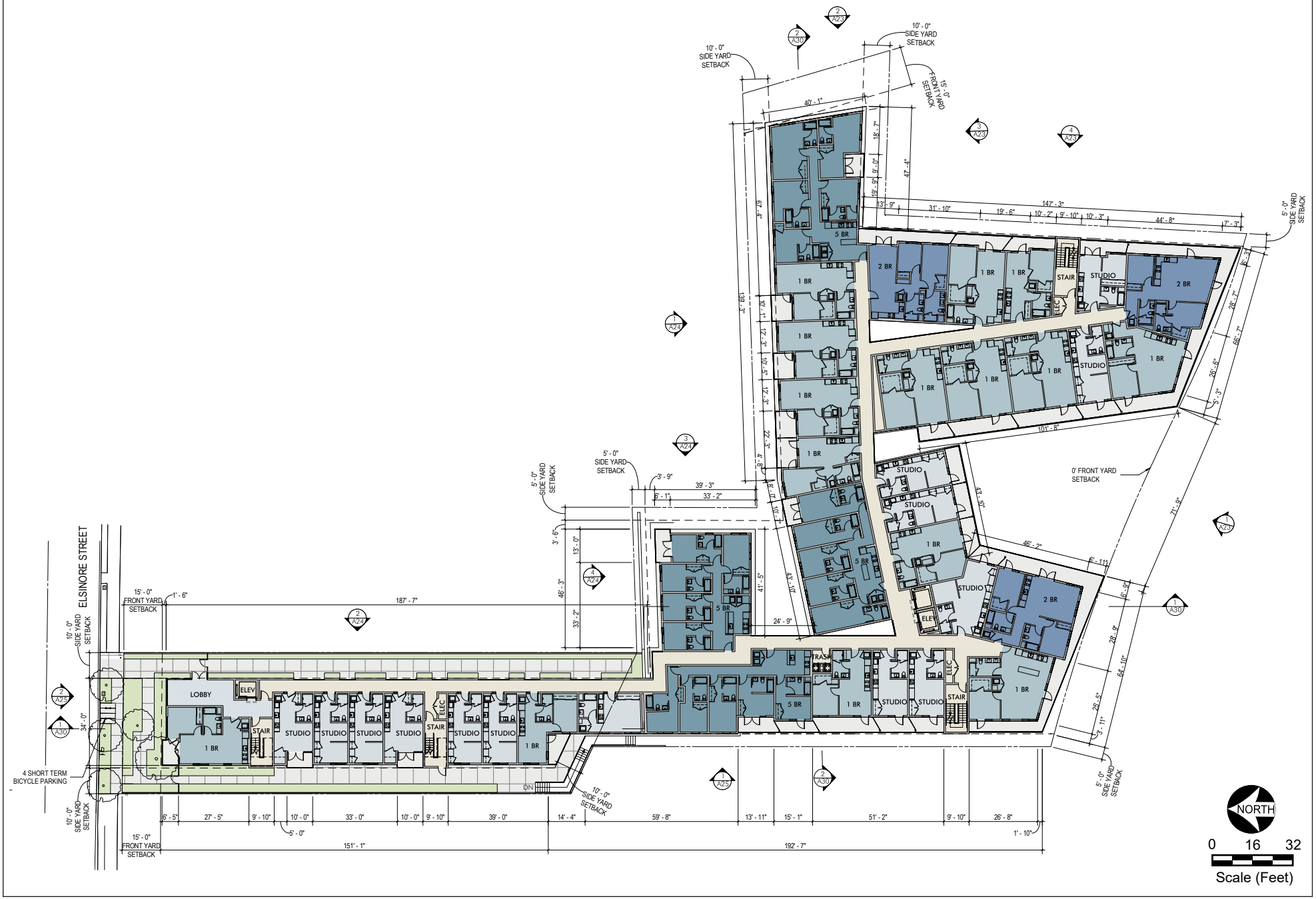


Figure 2-10
4th Floor Plan

Source: Ottinger Architects, 2020.

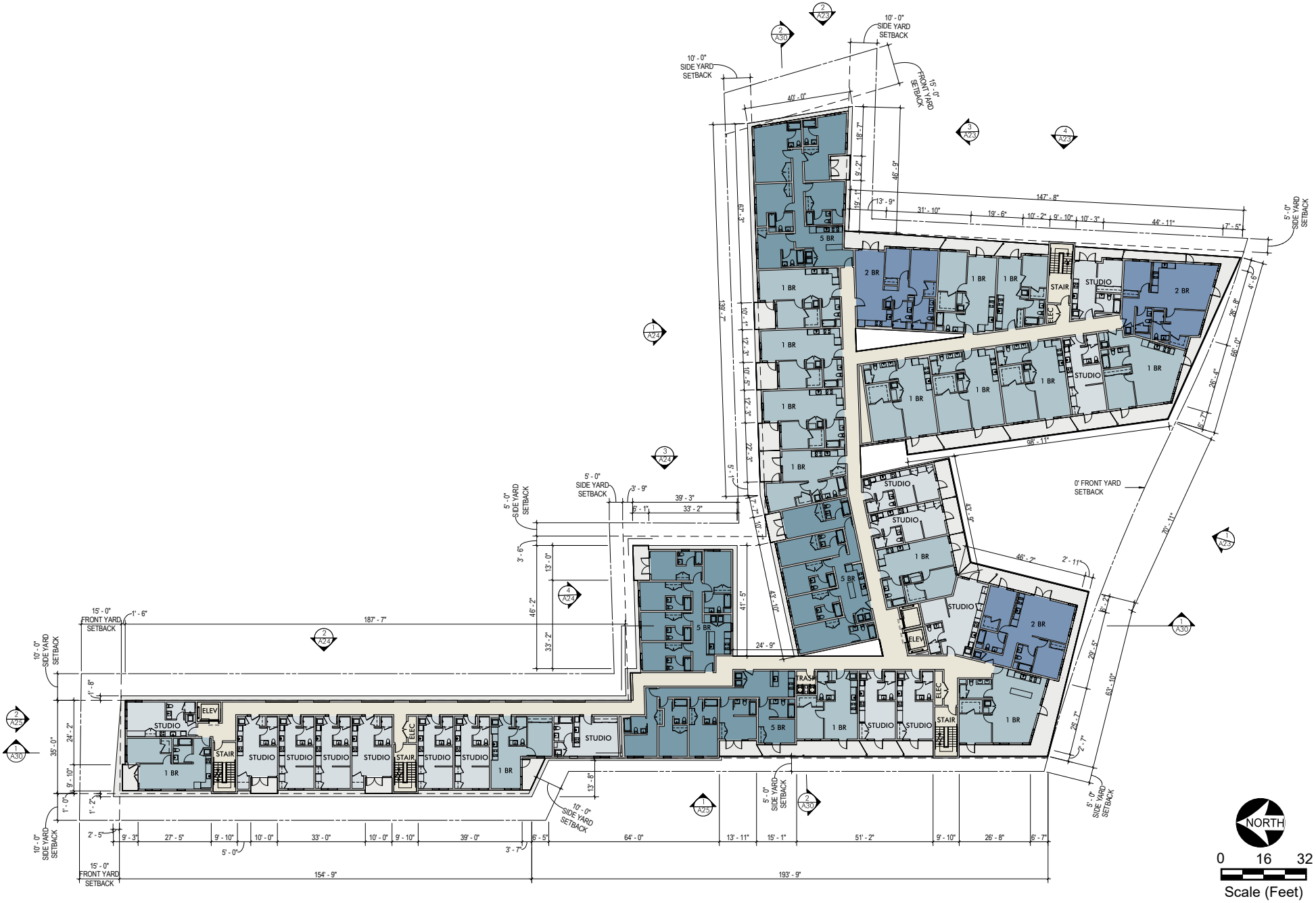


Figure 2-11
5th Floor Plan

Source: Ottinger Architects, 2020.

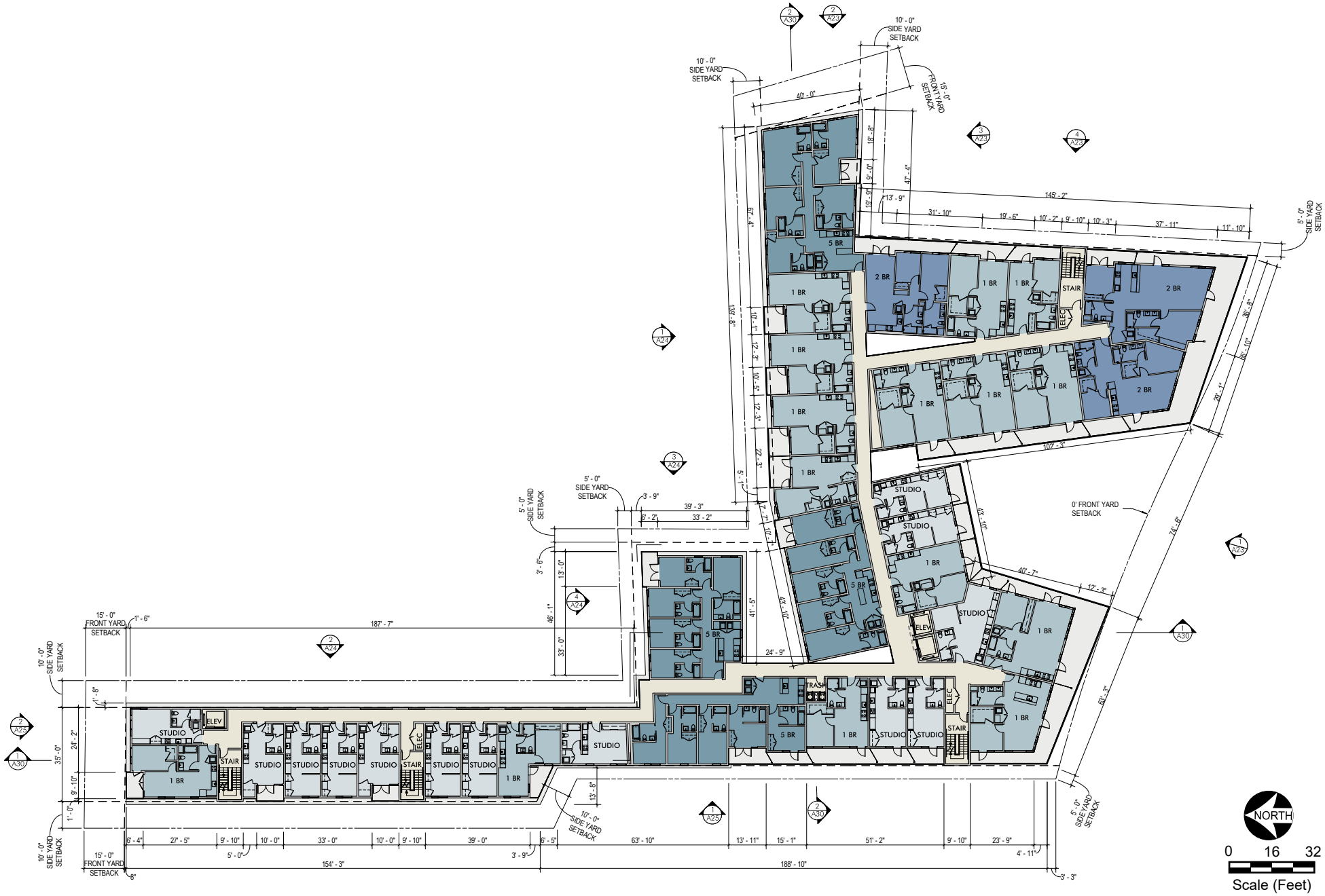


Figure 2-12
6th Floor Plan

Source: Ottinger Architects, 2020.

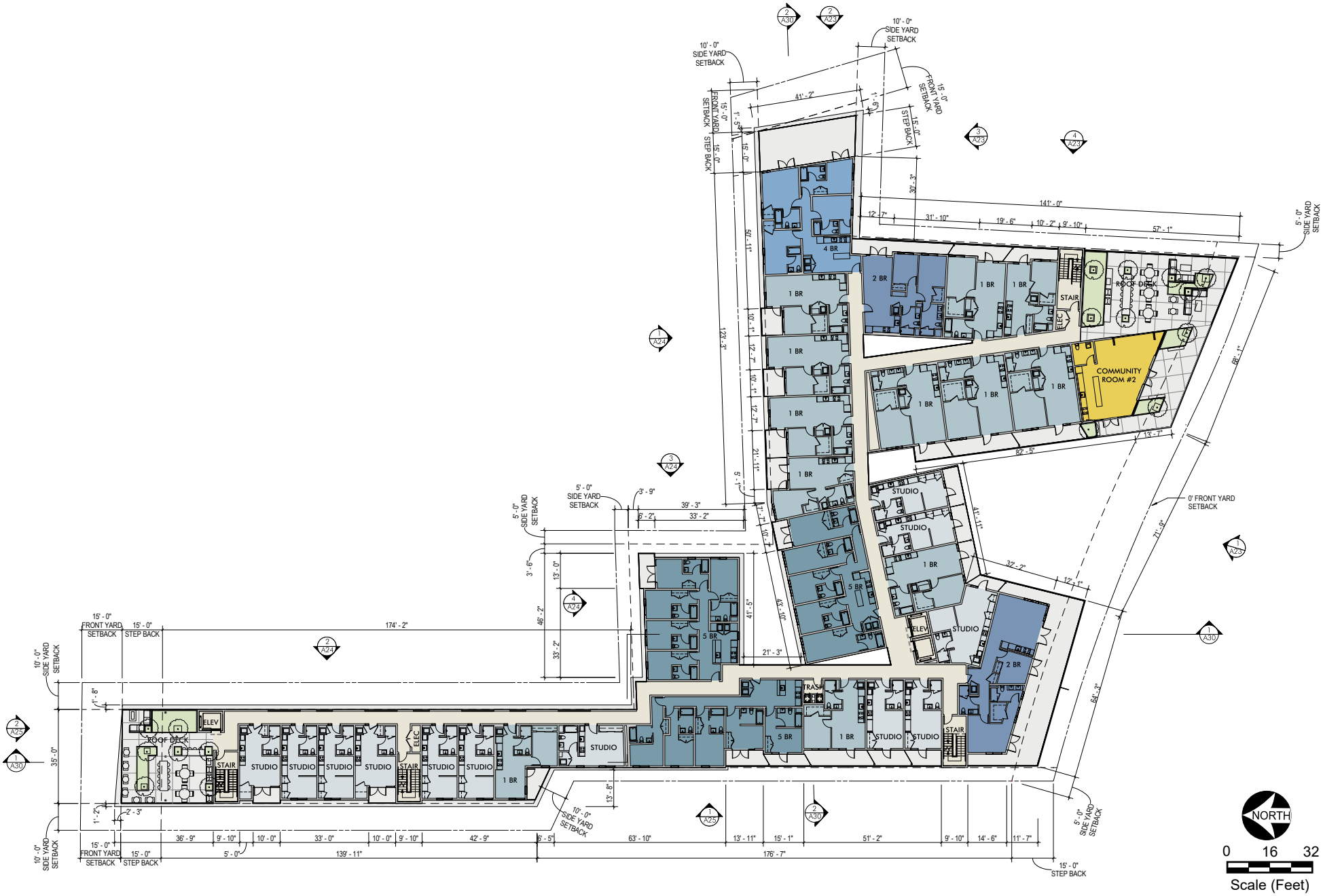


Figure 2-13
7th Floor Plan

Source: Ottinger Architects, 2020.

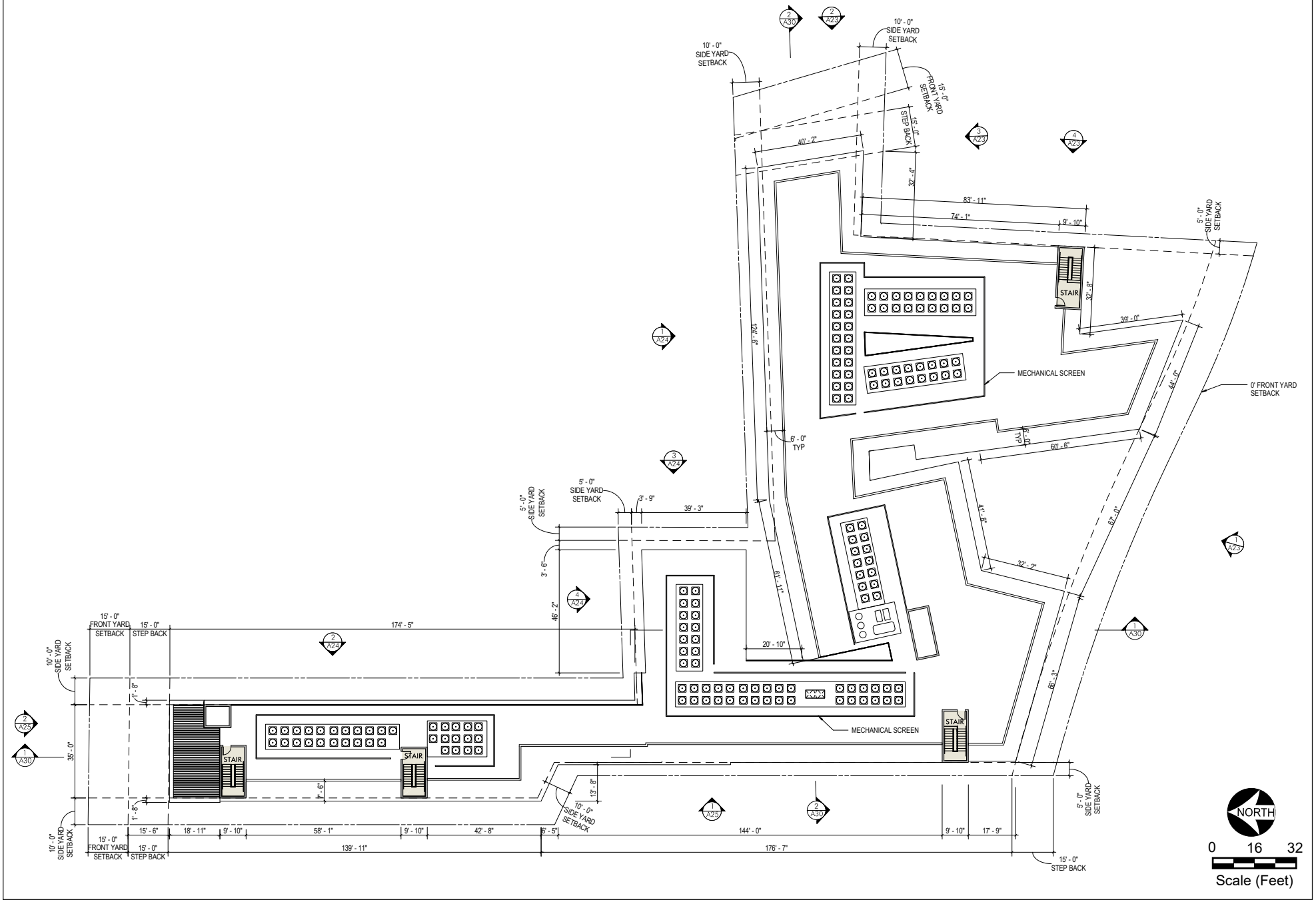


Figure 2-14
Roof Plan

Source: Ottinger Architects, 2020.

Figure 2-15
Project Rendering – Northwestern View from Sunset Boulevard

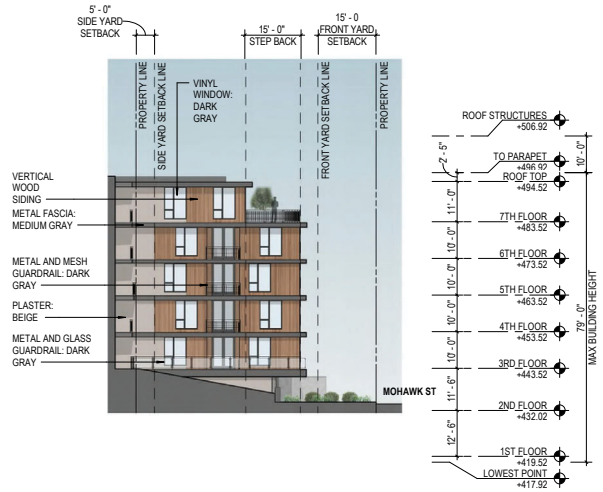
Source: Ottinger Architects, 2020.

Figure 2-16
Project Rendering – Northeastern View from Sunset Boulevard

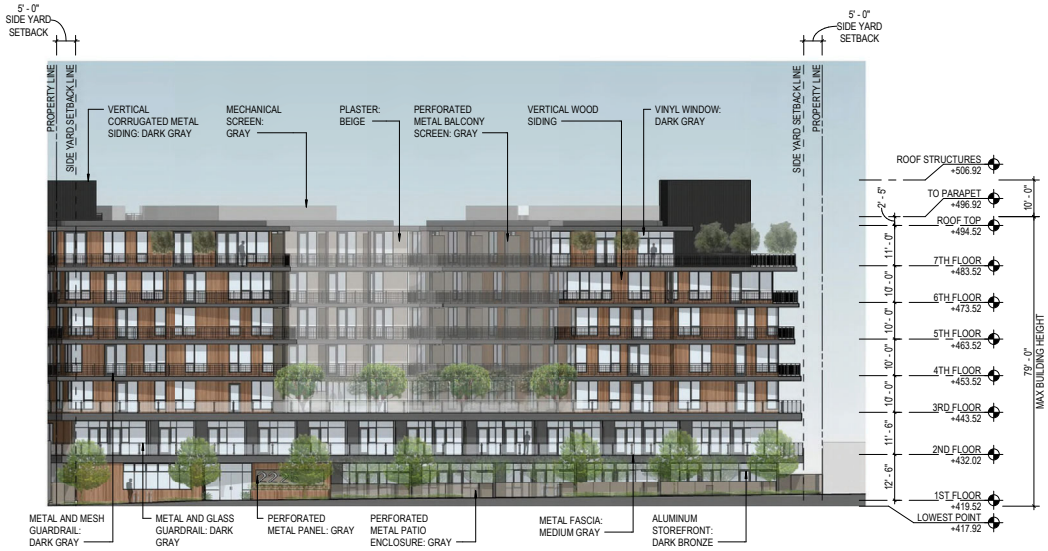
Source: Ottinger Architects, 2020.

Figure 2-17
Project Rendering – View from Elsinore Street

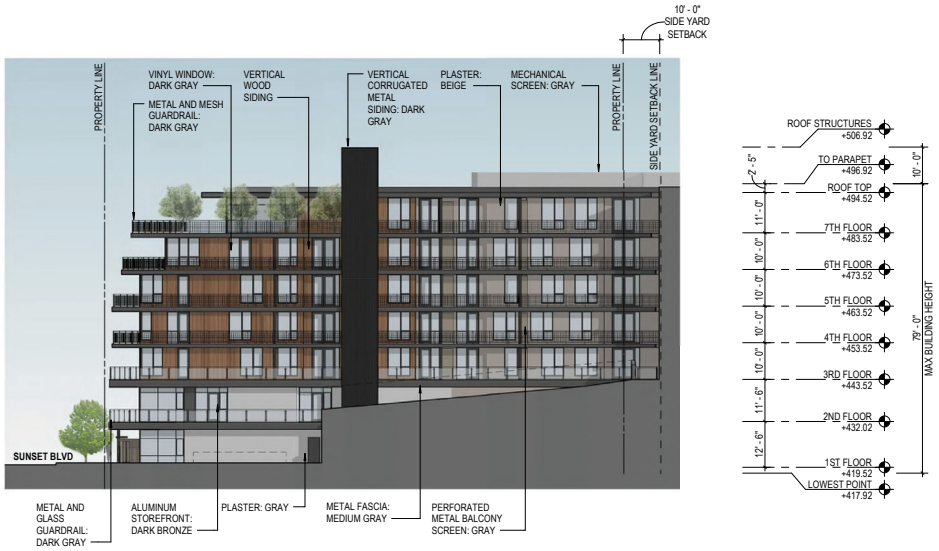
Source: Ottinger Architects, 2020.



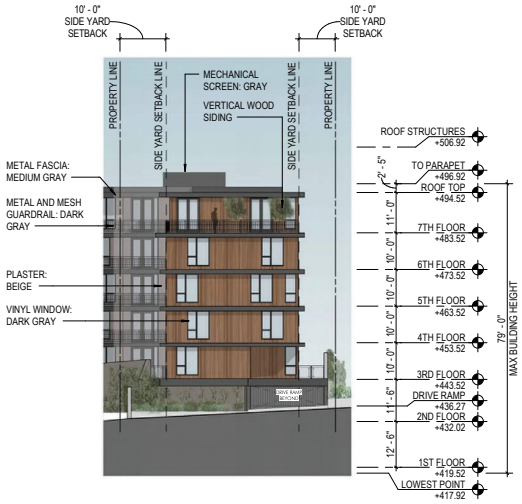
SOUTH ELEVATION 2 — 3



SOUTH ELEVATION 1 - SUNSET BLVD — 1



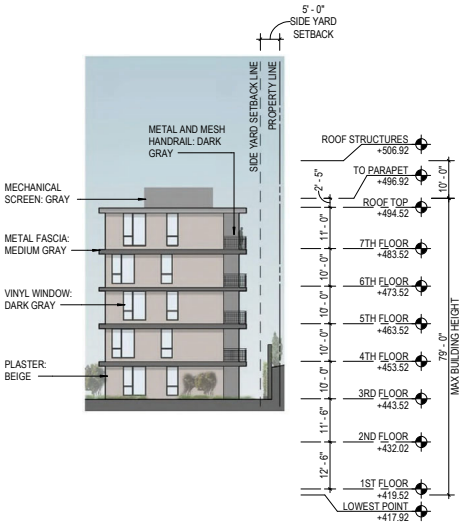
EAST ELEVATION 1 — 4



EAST ELEVATION 2 - MOHAWK STREET — 2

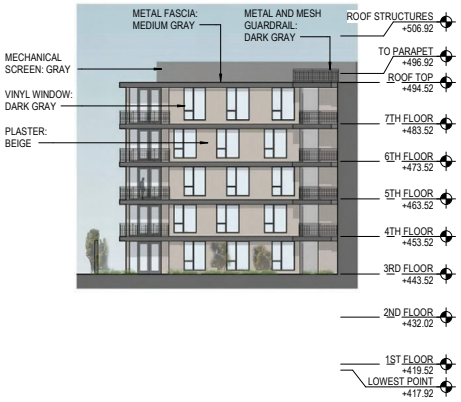
Figure 2-18
South and East Elevations

Source: Ottinger Architects, 2020.



EAST ELEVATION 3 — 3

NORTH ELEVATION 2 — 1

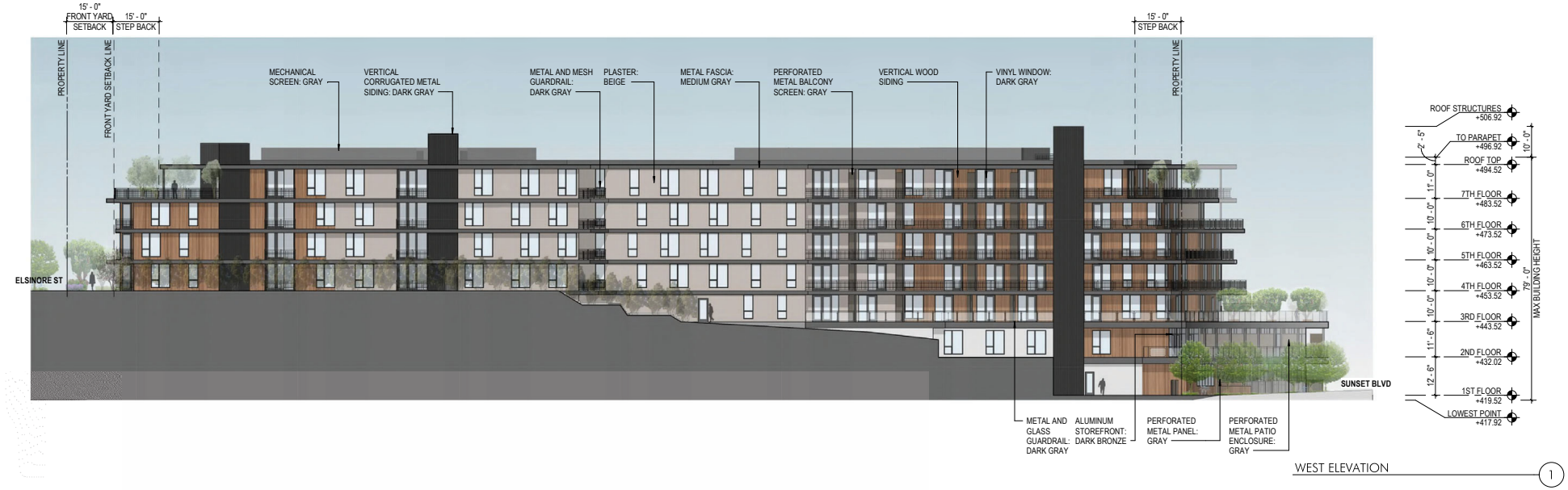


NORTH ELEVATION 1 — 4

EAST ELEVATION 4 — 2

Figure 2-19
East and North Elevations

Source: Ottinger Architects, 2020.



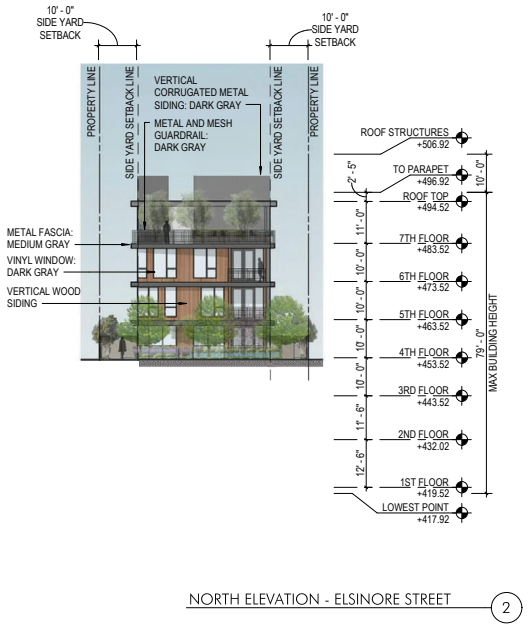
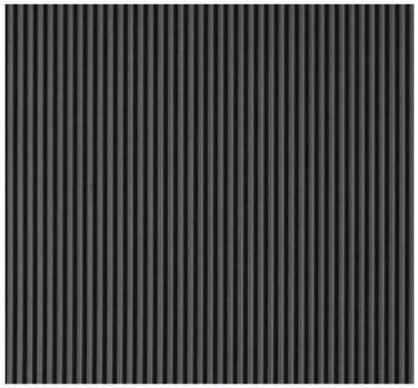


Figure 2-20
West and North Elevations

Source: Ottinger Architects, 2020.

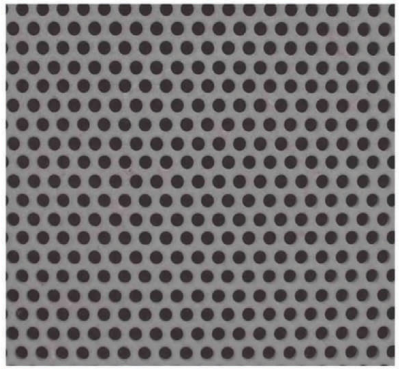
METAL AND GLASS GUARDRAIL :
DARK GRAY

METAL AND MESH GUARDRAIL : DARK GRAY



VERTICAL CORRUGATED METAL SIDING :
DARK GRAY

VERTICAL WOOD SIDING



PERFORATED METAL SCREEN :
MEDIUM GRAY

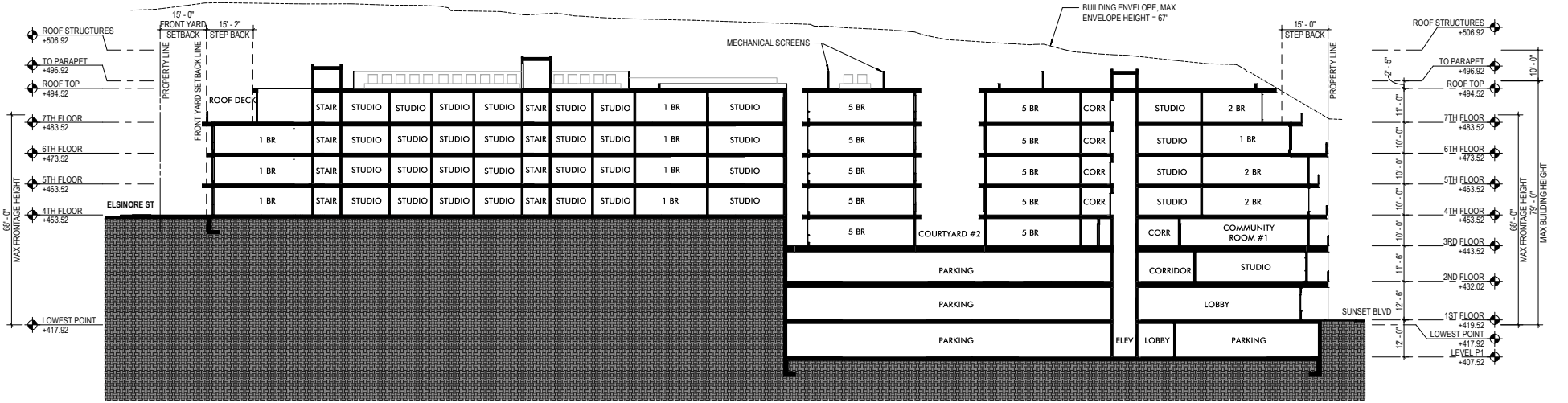
PLASTER / MECHANICAL SCREENS:
LIGHT GRAY

PLASTER / METAL FASCIA : MEDIUM GRAY

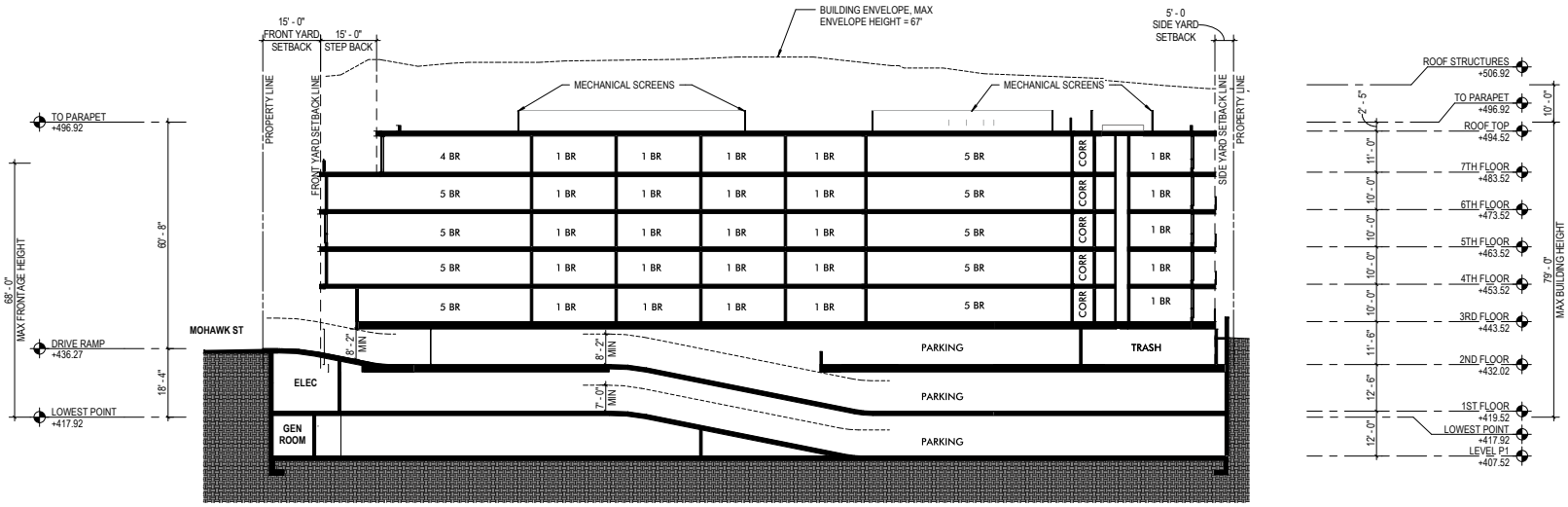
PLASTER : BEIGE

Source: Ottinger Architects, 2020.

Figure 2-21
Material Board



SECTION 1 (1)



SECTION 2 (2)

Figure 2-22
Sections

Source: Ottinger Architects, 2020.

X CHITALAPA TASHKENTENSIS 'PINK DAWN'

CERCIDIUM X 'DESERT MUSEUM'

GREVILLEA LANIGERA PROSTRATA

SENECIO MANDRALISCAE

CORREA 'WYN'S WONDER'

VIGNA CARACALLA

YUCCA GLORIOSA 'BRIGHT STAR'

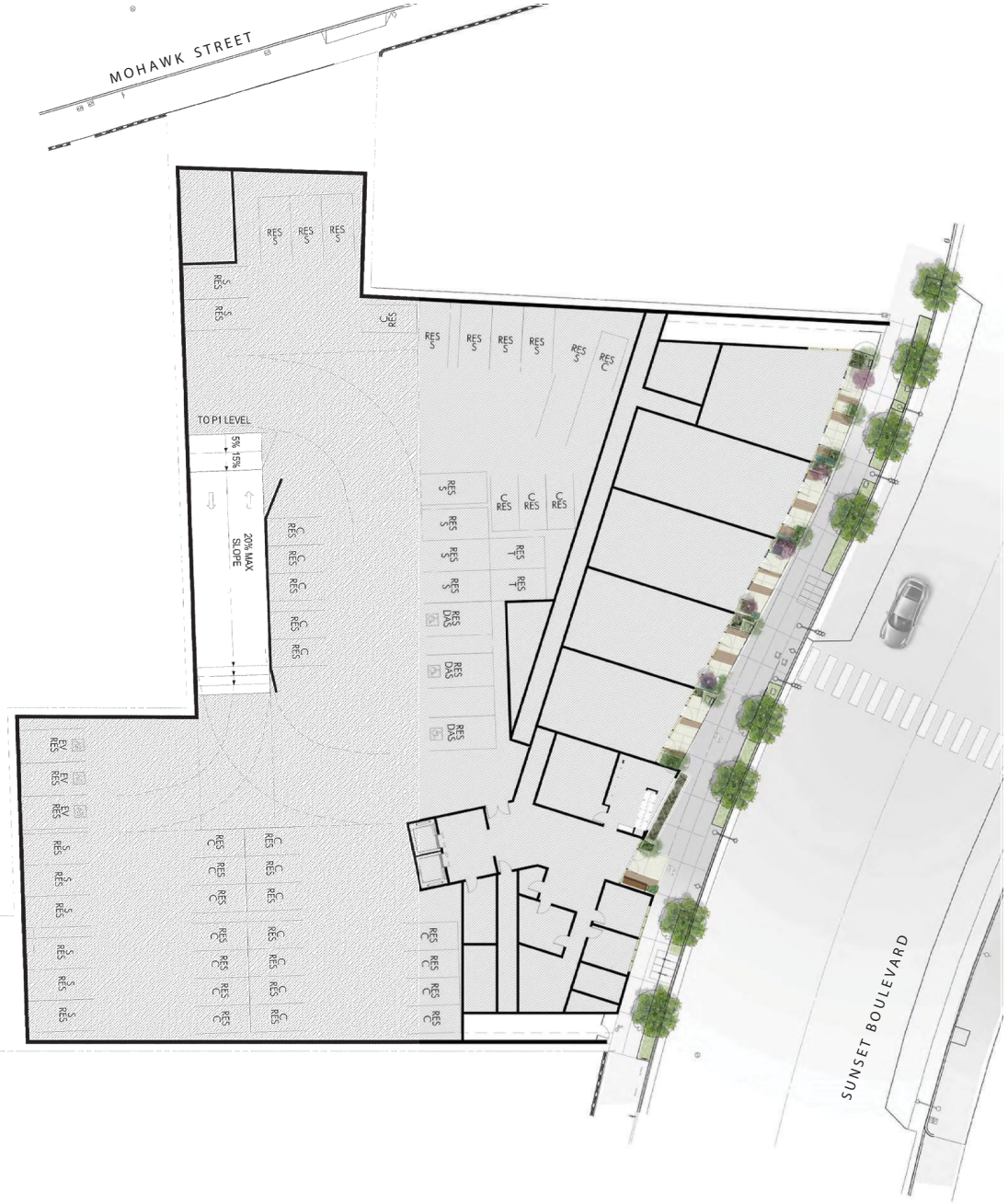
LOMANDRA HYSTRIX 'TROPICBELLE'

PITTOSPORUM TOBIRA 'WHEELER'S DWARF'

PLANTING PALETTE

LANDSCAPE AREA CALCULATIONS:

LANDSCAPE AREA REQUIRED: 25%xCOMMON OPEN SPACE = 12,025 SFx 25%=	3,006 SF
LANDSCAPE AREA PROVIDED:	3,006 SF
TREES REQUIRED: 176 UNITS/4 =	44 TREES
TREES PROVIDED:	44 TREES



NORTH

0 16 32

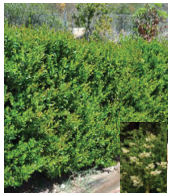
Scale (Feet)

Figure 2-23
1st Floor Landscape Plan

Source: KSA Inc., 2020.

ARBUTUS MARINA

LAGERSTROEMIA INDICA 'NATCHEZ'

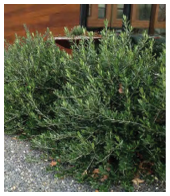


LIGUSTRUM JAPONICUM 'TAXANUM'

AGAVE ATTENUATA 'BOUTIN BLUE'

CHONDROPETALUM TECTORUM

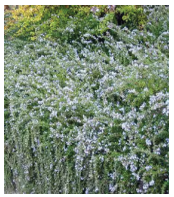
WESTRINGIA FRUTICOSA 'GREY BOX'



OLEA EUROPAEA 'MONTRA'

CONVOLVUS SABATIUS

MELALEUCA QUINQUENERVIA



ROSMARINUS PROSTRATUS

HETEROMELES ARBUTIFOLIA

SOLANUM JASMINOIDES

PLANTING PALETTE

NORTH

0 16 32

Scale (Feet)

Source: KSA Inc., 2020.

Figure 2-24
3rd Floor Landscape Plan

ARBUTUS MARINA

MAGNOLIA X SOULANGEANA

MELALEUCA QUINQUENERVIA HEDGE

PITTOSPORUM 'MARJORIE CHANNON'

FESTUCA GLAUCA 'ELIJAH BLUE'

LAVANDULA STOECHAS 'OTTO QUAST'

LOMANDRA HYSTRIX 'TROPICBELLE'

PITTOSPORUM TOBIRA 'WHEELER'S DWARF'

SALVIA GREGGII 'FURMAN'S RED'

YUCCA GLORIOSA 'BRIGHT STAR'

PLANTING PALETTE

Figure 2-25
4th Floor Landscape Plan

Source: KSA Inc., 2020.

AEONIUM ARBOREUM 'ELECTRA'

EUPHORBIA CHARACIAS 'TASMANIAN GEM'

ROSMARINUS OFFICINALIS 'BLUE BOY'

SALVIA GREGGI 'FURMAN'S RED'

SENECIO MANDRALISCAE

OLEA EUROPAEA 'SWAN HILL'

PELARGONIUM TOMENTOSUM

PITTOSPORUM TENUIFOLIUM 'ELFIN'

LOMANDRA HYSTRIX 'TROPICBELLE'

PLANTING PALETTE

Figure 2-26
7th Floor Landscape Plan

Source: KSA Inc., 2020.

Table 2-2 includes a breakdown of the types and numbers of dwelling units included in the proposed residential building. Of the 176 proposed units, 18 would be designated for Extremely Low Income Households.

Table 2-2
Residential Unit Breakdown

Unit Type	Number
Studio	63
1 Bedroom	54
Jr. 1 Bedroom	21
2 Bedroom	13
5 bedroom	20
Live/Work	5
Total	**176**

Source: Ottinger Architects, 2020.

Open Space

The Project would include approximately 19,427 square feet of open space facilities (refer to Table 2-3), slightly exceeding the Los Angeles Municipal Code (LAMC) open space requirements (refer to Table 2-4).

Table 2-3
Project Open Space

Type	Size
Club House	1,136 sf
Co-Working	1,239 sf
Courtyard	4,261 sf
Front Yard	842 sf
Gym	1,356 sf
Party Room	873 sf
Roof Deck	2,470 sf
Private Open Space	7,250 sf
Total	**19,427 sf**

sf = square feet

Source: Ottinger Architects, 2020.

Table 2-4
Project Open Space Requirements

Unit Type	Number of Units	LAMC Open Space Requirement	Required Open Space
Studio	63	100 sf/unit	6,300 sf
1 Bedroom	54	100 sf/unit	5,400 sf
Jr. 1 Bedroom	21	100 sf/unit	2,100 sf
2 Bedroom	13	125 sf/unit	1,625 sf
5 bedroom	20	175 sf/unit	3,500 sf
Live/Work	5	100 sf/unit	500 sf
		Total Required	**19,425 sf**
		Total Provided	***19,427 sf***

LAMC = Los Angeles Municipal Code *sf = square feet*

Source: Ottinger Architects, 2020.

Density

Based on the existing zoning for the Project Site, the permitted residential density is one dwelling unit per 800 square feet of lot area in the R3 zone and one dwelling unit per 400 square feet of lot area in the C2 zone. The Project Site has a total lot area of 49,433 square feet. The Project includes a TOC Guidelines base incentive to increase density by 70 percent. Based on the required lot area per dwelling unit, the Project's density is calculated as shown on Table 2-5.

Table 2-5
Project Density

Zone	Lot Area	Lot Area/ Dwelling Unit	Base Units	Multiplier	Units with Bonus Density
R3-1VL	17,320 sf	800 sf	22[1]	1.7	38
[Q]C2-1VL	32,123	400 sf	81[2]	1.7	138
				Total Permitted	***176***
				Total Provided	**176**

sf = square feet

[1] *Number is rounded up from 21.65*
[2] *Number is rounded up from 80.3.*

Floor Area Ratio and Height

Based on the existing zoning for the Project Site, the permitted FAR is 3:1 in the R3-1VL zone and 1.5:1 in the [Q]C2-1VL zone. With a buildable area of 12,748 square feet in the R3 zone and 32,123 square feet in the C2 zone, the Project could include a floor area of up to 168,266 square feet. As discussed later in subsection 2.4 (Requested Entitlements),

pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, the Applicant is requesting a ministerial clearance (among others) to allow an increase in FAR of up to 3.75:1, which is proposed.

The maximum height permitted in the 1VL height district is 45 feet. As discussed later in subsection 2.4 (Requested Entitlements), pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, the Applicant is requesting an additional incentive to increase the permitted height by 22 feet to allow a maximum height of 67 feet in lieu of 45 feet.[1] In addition, the Project Site has an overall grade change that exceeds 20 feet and as such, the Project is eligible for an additional 12 feet in height to allow for a maximum building height of 79 feet. However, the building would not exceed 67 feet above natural grade at any one point.

Circulation and Vehicle Parking

As discussed previously, vehicle parking would be provided in three vehicle parking levels, including one subterranean level. As discussed later in subsection 2.4 (Requested Entitlements), pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, the Project Applicant is requesting a ministerial clearance (among others) to allow for reduced parking. Based on the TOC Guidelines, the Project is required to provide 0.5 vehicle parking spaces per residential unit, for a total of 88 parking spaces. As shown on Table 2-6, the Project would provide 203 vehicle parking spaces.

Table 2-6
Vehicle Parking Provided

Type of Parking	Number of Spaces
Accessible/ADA	5
Tandem	19
Electric-Vehicle Charging Spaces	11
Compact	81
Standard	87
Total	**203**
Source: Ottinger Architects, 2020.	

Bicycle Parking

As shown on Table 2-7, the Project would be required to provide and would provide 113 long-term bicycle parking spaces and 12 short-term bicycle parking spaces. Bicycle parking would be accommodated in the subterranean parking garage, as shown on Figure 2-6.

[1] *45 feet + 12 feet = 57 feet.*

Table 2-7
Bicycle Parking Required and Provided

Tier	Dwelling Units in Tier	Rate	Number of Spaces
Long-Term Spaces Required			
Tier 1.1: Units 1-25	25	1 space/unit	25
Tier 1.1: Units 26-100	75	1 space/1.5 units	50
Tier 1.2: Units 101-200	76	1 space/2 units	38
		Total Long Term	*113*
Short-Term Spaces Required			
Tier 1.10: Units 1-25	25	1 space/ 10 units	3
Tier 1.15: Units 26-100	75	1 space/15 units	5
Tier 1.20: Units 101-200	76	1 space/20 units	4
		Total Short Term	*12*
Bicycle Parking Provided			
		Long-Term Spaces	113
		Short-Term Spaces	12
Source: Ottinger Architects, 2020.			

Access

Vehicular access to the Project Site and the Project's parking garage would occur from Mohawk Street. External pedestrian access would be provided on Sunset Boulevard, Mohawk Street, and Elsinore Street.

Trash Collection and Loading Areas

The Project is designed to minimize the visual impact of trash receptacles and does not include loading areas.[2] Electrical rooms, storage rooms, trash enclosures, and loading spaces would be located within the Project building and would not visible from surrounding pubic streets and public view. Rooftop equipment would be set back from the roof parapet edge and appropriately screened from public view.

Estimated Construction Schedule

The Project's construction phase would occur over an estimated 28-month period. The estimated construction schedule is shown on Table 2-8.

[2] *The Project does not include any commercial uses and thus, a loading area is not required.*

Table 2-8
Estimated Construction Schedule

Phase	Duration	Notes
Demolition	Month 1	20,000 square feet of building material demolished and hauled in 16-cubic yard capacity trucks up to 30 miles to an off-site landfill
Grading	Months 3-6	47,000 cubic yards of soil export hauled in 16-cubic yard capacity trucks up to 40 miles
Site Preparation	Months 7-8	
Building Construction	Months 9-24	
Architectural Coatings	Months 25-28	The start of the Architectural Coatings phase overlaps with the last 3 months of the Building Construction phase.

Source: DKA Planning, 2020.

2.4 REQUESTED ENTITLEMENTS

To allow for implementation of the Project, the Applicant is requesting the following entitlements:

1. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, ministerial clearances for a Tier 3 density increase of up to 70 percent to allow a maximum of 176 units in lieu of 101 units, to allow increased floor area ratio (FAR) of up 3.75:1 in the [Q]C2-1VL portion of the site and up to 4.5:1 in the R3-1VL portion of the site, and to allow reduced parking.
2. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, additional incentives to allow the RAS3 zone five-foot side yard setback in the C zone in lieu of the otherwise required ten-foot side yard setbacks; to allow a 22-foot increase in height for a maximum height of 79 feet in lieu of 57 feet; and to allow averaging of floor area, density, parking and open space, and to allow vehicular access from a less restrictive zone to a more restrictive zone.
3. Pursuant to LAMC Section 16.05, Site Plan Review approval.

3 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY ANALYSIS

3.1 PROJECT CONSISTENCY WITH THE TRANSIT PRIORITY PROJECT CRITERIA

As discussed in Section 1 (Introduction), a Sustainable Communities Environmental Assessment (SCEA) may be prepared for a project that (a) is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California Public Resources Code Section 21155(a) and (b) is a "transit priority project" (as defined in California Public Resources Code Section 21155(b)). As further described below, the Project meets these criteria and thus, is eligible for certain CEQA streamlining benefits by way of preparing a SCEA for purposes of clearance under the California Environmental Quality Act (CEQA).

1. Is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the California Air Resources Board (CARB) has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented achieve the greenhouse gas emissions reduction targets established by CARB;

2. Is a TPP in that the project meets the following criteria:

    a. Contains at least 50 percent residential use, based on total building square footage and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;

    b. Provides a minimum net density of at least 20 units per acre; and

    c. Is located within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan/sustainable communities strategy (RTP/SCS).

Consistency with Criterion #1 – The Project is consistent with the general use designation, density, and building intensity and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy.

2016-2040 RTP/SCS

The Southern California Association of Government's (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) balances Southern California's regional future mobility and housing needs with economic, environmental and public health goals. For the SCAG region, CARB has set greenhouse gas (GHG) emissions reduction targets to 8 percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. On June 28, 2016, CARB accepted SCAG's quantification of GHG emission reductions from the 2016-2040 RTP/SCS and determined that the 2016-2040 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets and thus, met the criteria to be a sustainable communities strategy.

Using data collected from local jurisdictions, including general plans, SCAG categorized existing land use into land use types, then combined the land use types into 35 Place Types, and then classified sub-regions into one of three land use development categories (LDCs): Urban, Compact, and Standard. SCAG used each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region.

Based on Exhibits 13 and 14 of SCAG's SCS Background Documentation (included as Figures 3-1 and 3-2), the Project Site is located in an "Urban" LDC.

The 2016-2040 RTP/SCS describes the Urban LDC as follows:

> *These areas are often found within and directly adjacent to moderate and high density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.*

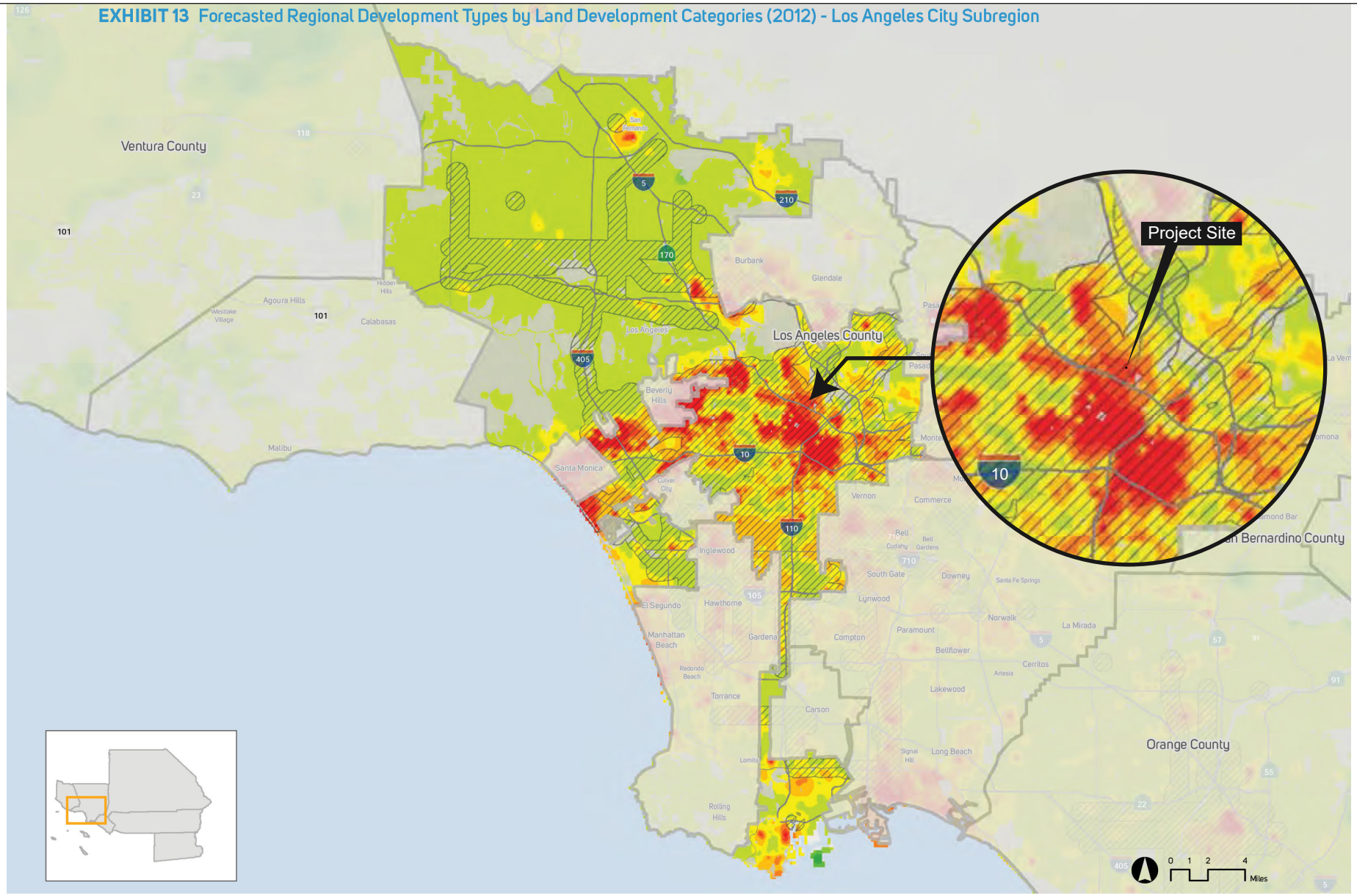
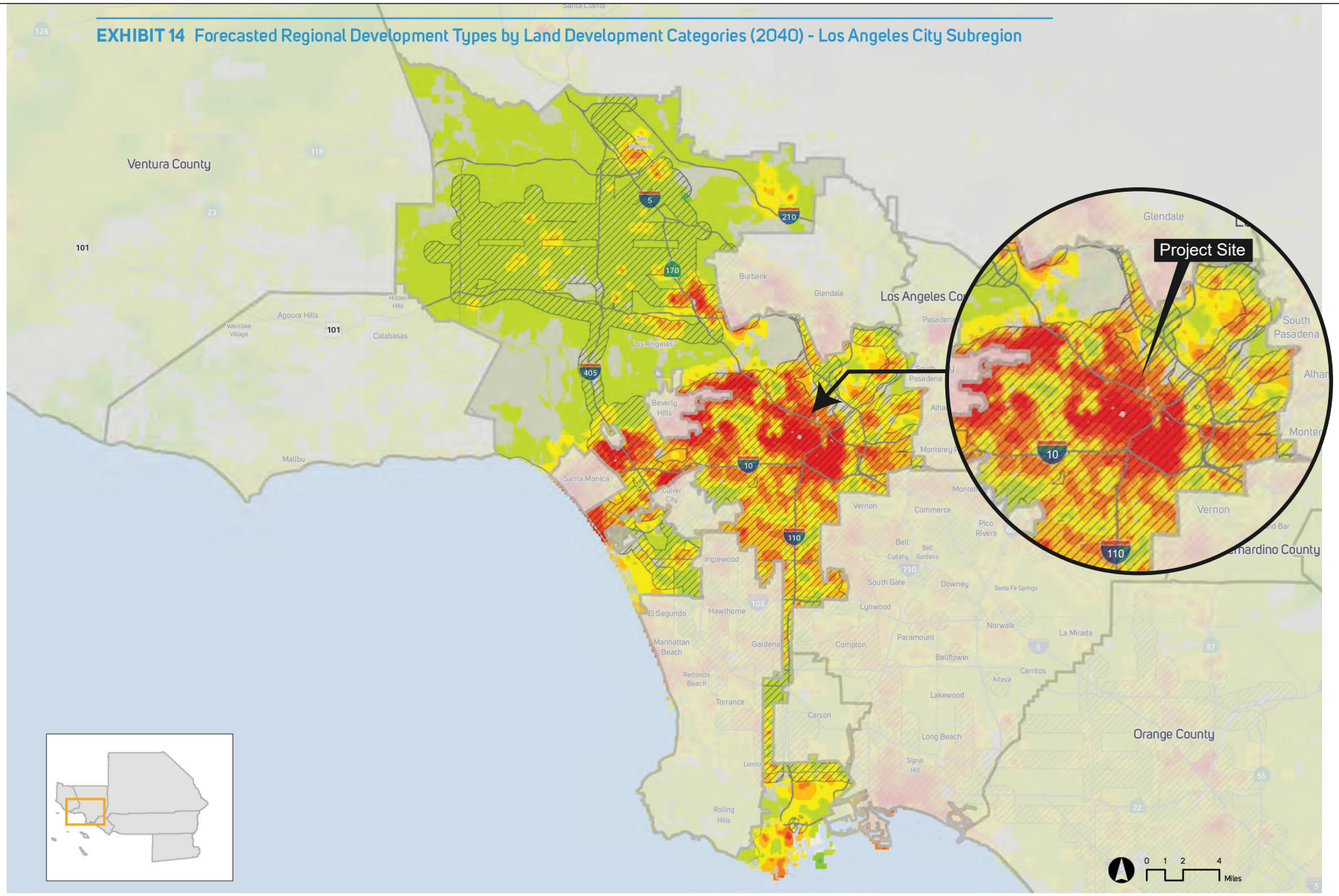


Figure 3-1
Forecasted Regional Development Types by Land Development Categories (2012)
Los Angeles City Subregion



HQTA (2040)

California Protected Areas Database (CPAD)

Urban
Compact
Standard

Description of LDCs can be found on page 43.

Note: The forecasted land use development patterns by LDCs shown are based on Transportation Analysis Zone (TAZ) level data utilized to conduct required modeling analyses. Data at the TAZ level or at a geography smaller than the jurisdictional level are advisory only and non-binding, because SCAG sub-jurisdictional forecasts are not to be adopted as part of the 2016 RTP/SCS. For purposes of qualifying for future funding opportunities and/ or other incentive programs, sub-jurisdictional data and/or maps used to determine consistency with the Sustainable Communities Strategy shall only be used at the discretion and with the approval of the local jurisdiction. However, this does not otherwise limit the use of the sub-jurisdictional data and/or maps by SCAG, CTCs, Councils of Governments, SCAG Subregions, Caltrans and other public agencies for transportation modeling and planning purposes. Any other use of the sub-jurisdictional data and/or maps not specified herein, shall require agreement from the Regional Council, respective policy committees and local jurisdictions.

(Source: SCAG, 2015)

Figure 3-2
Forecasted Regional Development Types by Land Development Categories (2040)
Los Angeles City Subregion

The 2016-2040 RTP/SCS includes 35 urban footprint place types that SCAG uses to forecast and plan for regional development. The Project is consistent with the City Residential place type that is defined as follows:

> *An dense residential-focused type, City Residential is dominated by mid- and high-rise residential towers, with some ground-floor retail space. Parking is usually structured, below or above ground. Residents are well served by transit, and can walk or bicycle for many of their daily needs.*

The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with several sources of employment, shopping, and entertainment. The Project Site area is served by bus lines operated by Metro, including lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. The Project Site is also located within a High Quality Transit Area (HQTA) as defined by SCAG (refer to Figures 3-1 and 3-2) and a Transit Priority Area (TPA) as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project Site is located within an existing mixed residential neighborhood that is generally bound by Sunset Boulevard to the south, Waterloo Street to the west, Elsinore Street to the north, and Mohawk Street to the east. Other uses in the greater Project Site area include a mix of commercial and residential uses along Sunset Boulevard, with mixed residential extending north and south of Sunset Boulevard and east and west of the Project Site. The Project is an infill development that includes demolition and removal of non-habitable residential and commercial structures and development of the Project Site with a seven-story, 153,781-square-foot residential building, with 176 dwelling units inclusive of 18 dwelling units restricted to Extremely Low Income Households, and three levels of parking, including one level of subterranean parking. The unit types would consist of 63 studio units, 75 one-bedroom units 13 two-bedroom units, 20 five-bedroom units, and 5 live/work units. Additionally, the Project would include a total of 125 bicycle parking spaces (113 long-term spaces and 12 short-term spaces).

For these reasons, the Project is consistent with the general land use designation, density, and building intensity in the SCAG 2016-2040 RTP/SCS.

<u>2020-2045 RTP/SCS</u>

The 2020-2045 RTP/SCS, includes strategies for accommodating projected population, household and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and HQTAs. The strategies encourage growth near destinations and mobility options, promote diverse housing choices, leverage technology innovations, support implementation of sustainability policies, and promote a green region. As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These

PGAs include Job Centers, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2016 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas.

- Job Centers: Areas with denser employment than their surroundings. The Project would be located near the Downtown Los Angeles Job Center, with more than 150,000 total employment. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced.

- TPAs: Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.

- HQTAs: Areas within one-half mile from major transit stops and high quality transit corridors. New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed Transit Oriented Developments (TODs) can preserve existing development patterns and neighborhood character while providing a balance of housing choices.

- NMAs: Areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging "walkability," active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents

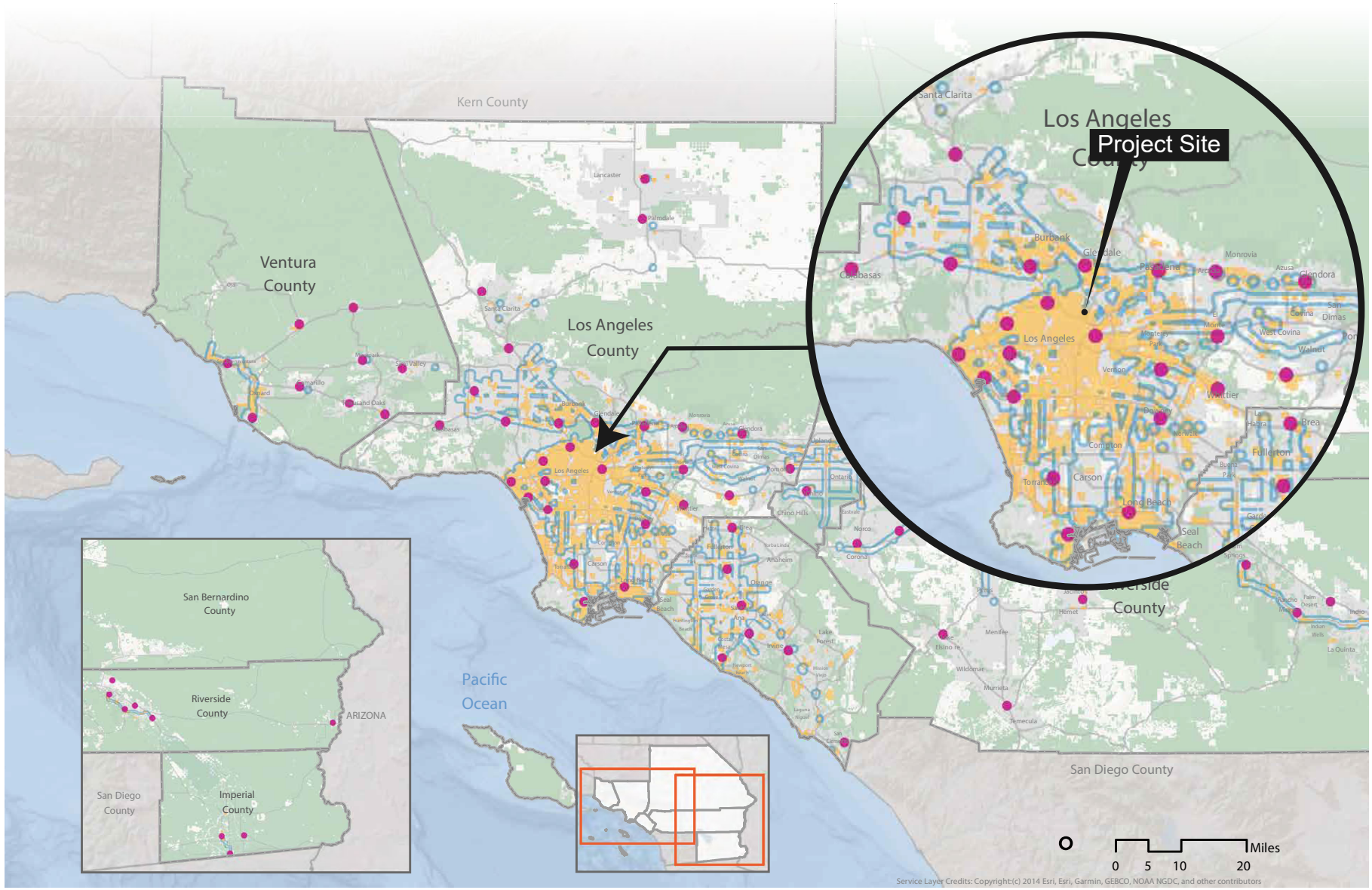
– providing access to “walkable” and destination-rich neighborhoods to more people in the future.

- Livable Corridors: Livable Corridor land-use strategies include development of mixed use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a “Complete Streets” approach to roadway improvements and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers.

The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in this SCEA as Figures 3-3 through 3-9. As shown on the figures, the Project Site is located near a Job Center; within the boundaries of a TPA, an HQTA, and a NMA; and along a Livable Corridor. (The Project Site is not within a Sphere of Influence.) The Project would be consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS for each of these PGAs in that the Project includes development of multi-family housing on an infill site near transit and sources of shopping and employment, leveraging existing density and infrastructure and reduce the length of vehicle trips for residents. Of the 176 proposed dwelling units, 18 of the units would be Extremely Low Income units.

Consistent with the land use policies for TPAs, the Project would constitute compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project Site area, Project residents would be able to walk and bike to work and to shop. In addition, the Project Site’s location near robust transit opportunities (Metro Lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.

Consistent with the land use policies for HQTAs, the Project would also be context-sensitive and respond to the existing physical conditions of the surrounding area. The Project would preserve existing development patterns and neighborhood character while providing additional housing choices for residents.



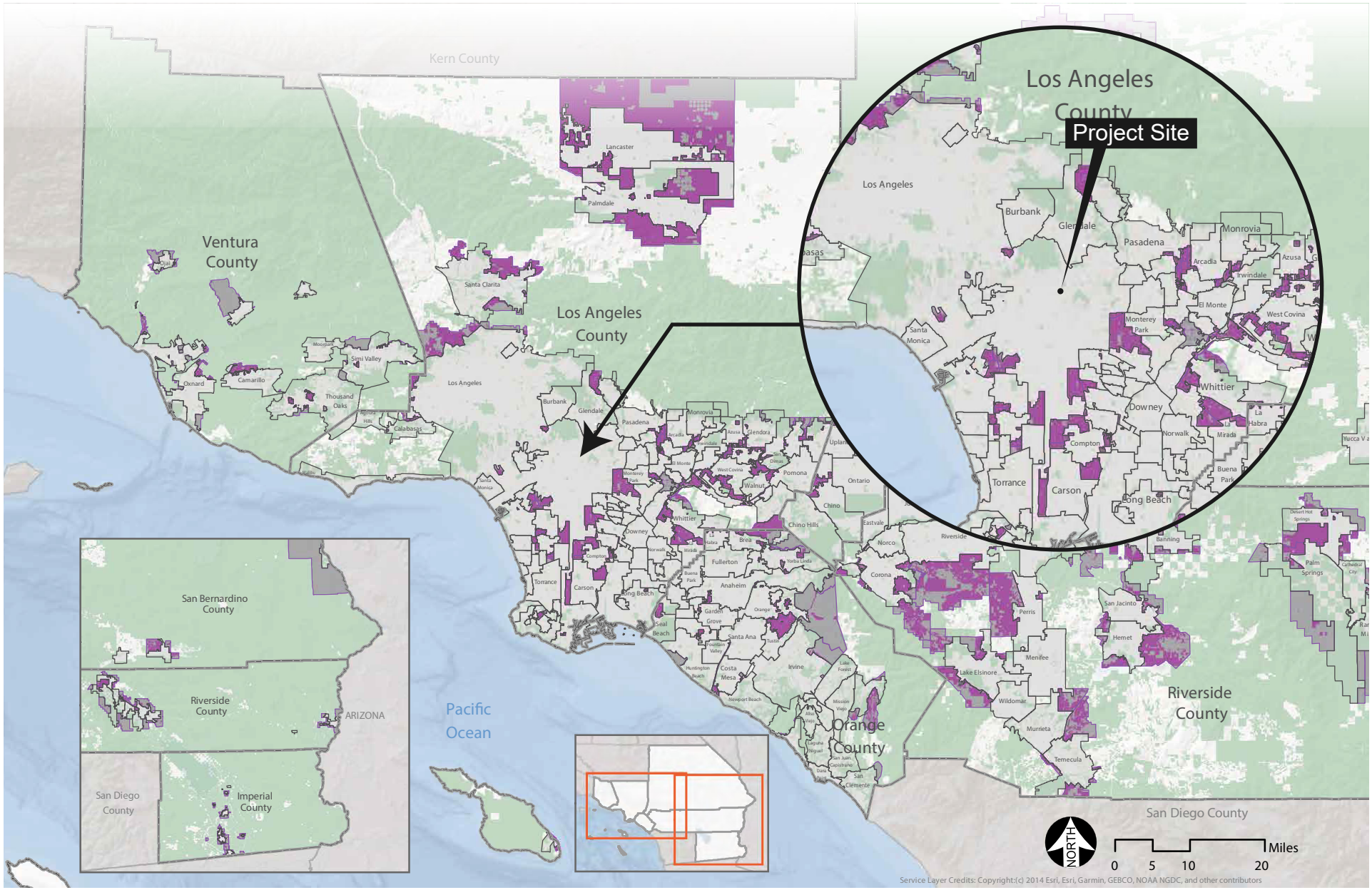
Priority Growth Areas vs. Regional Growth Constraints

- Job Center
- High Quality Transit Area
- Neighborhood Mobility Areas
- Regional Growth Constraints

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, NOAA Coastal Services Center, SCAG, 2019

Figure 3-3
Priority Growth Areas & Growth Constraints



County Boundaries

City Boundaries

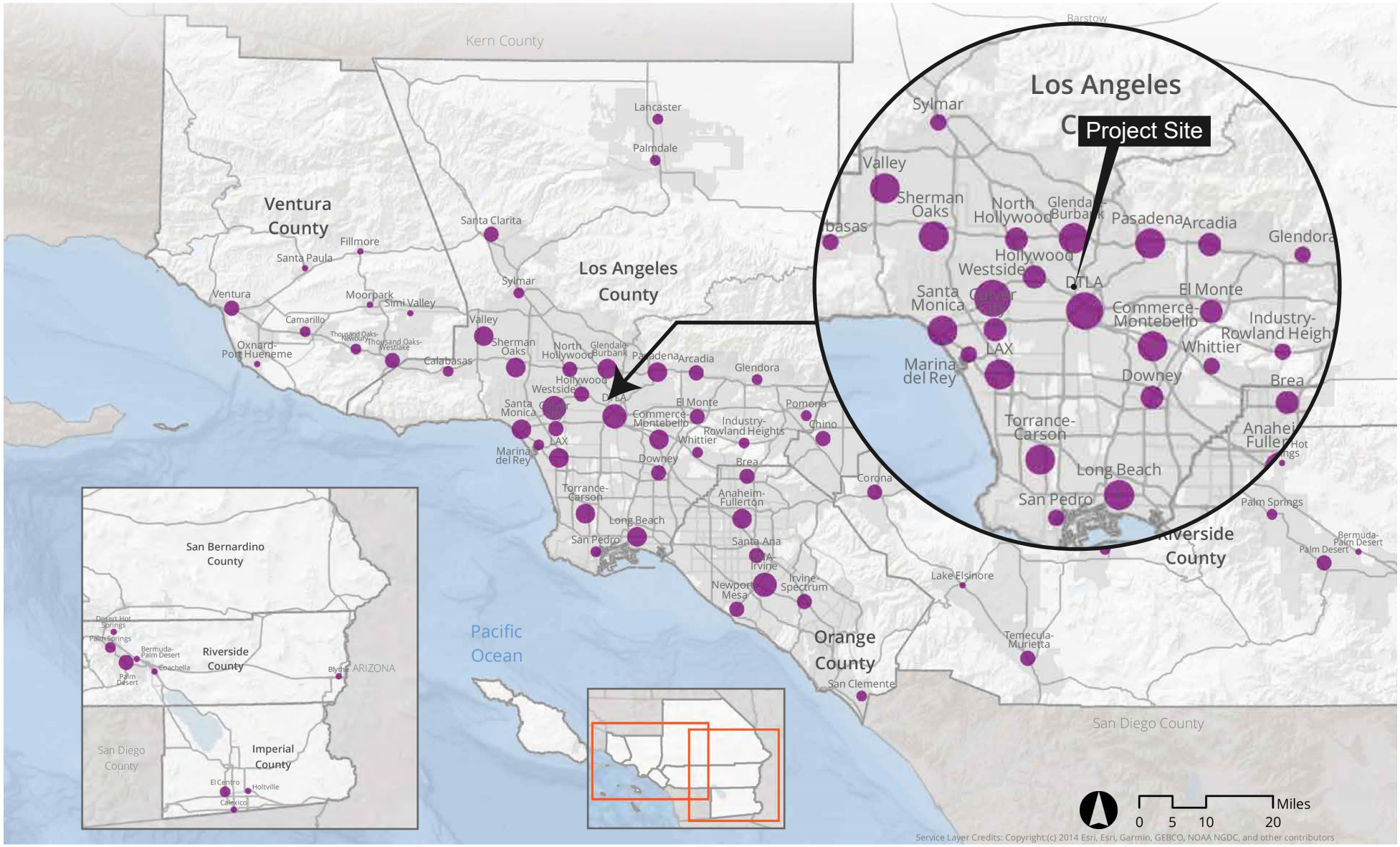
Sphere of Influence

Regional Growth Constraints

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Figure 3-4
Priority Growth Areas - Spheres of Influence

Source: Counties and local jurisdictions LAFCO in SCAG region, 2018.



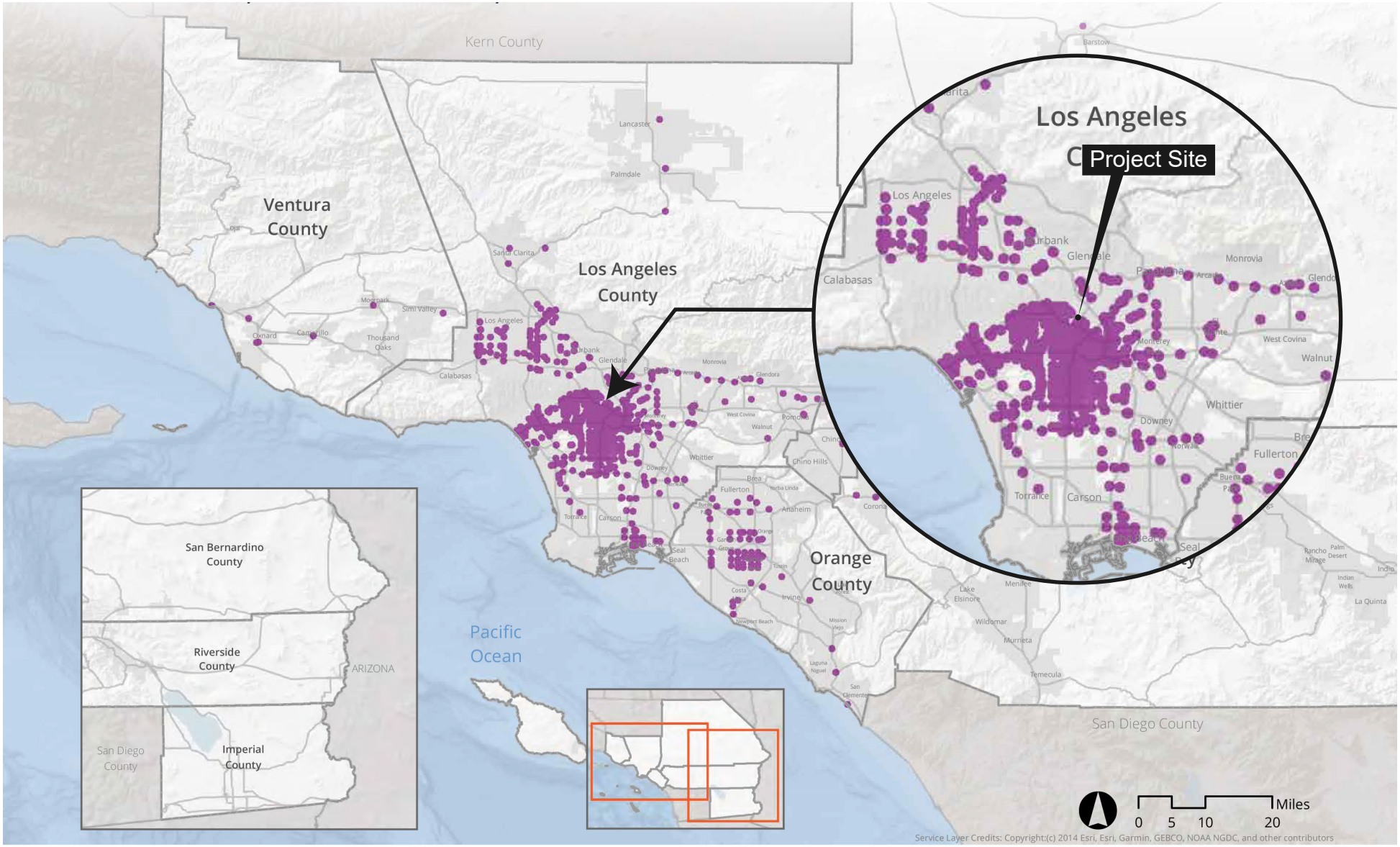
SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

Notes:
(1) Centers are areas with denser employment than their surroundings.
(2) Dots represent the total employment in each center, not center boundaries.
(3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

Source: SCAG, 2019.

Figure 3-5
Priority Growth Area - Job Centers



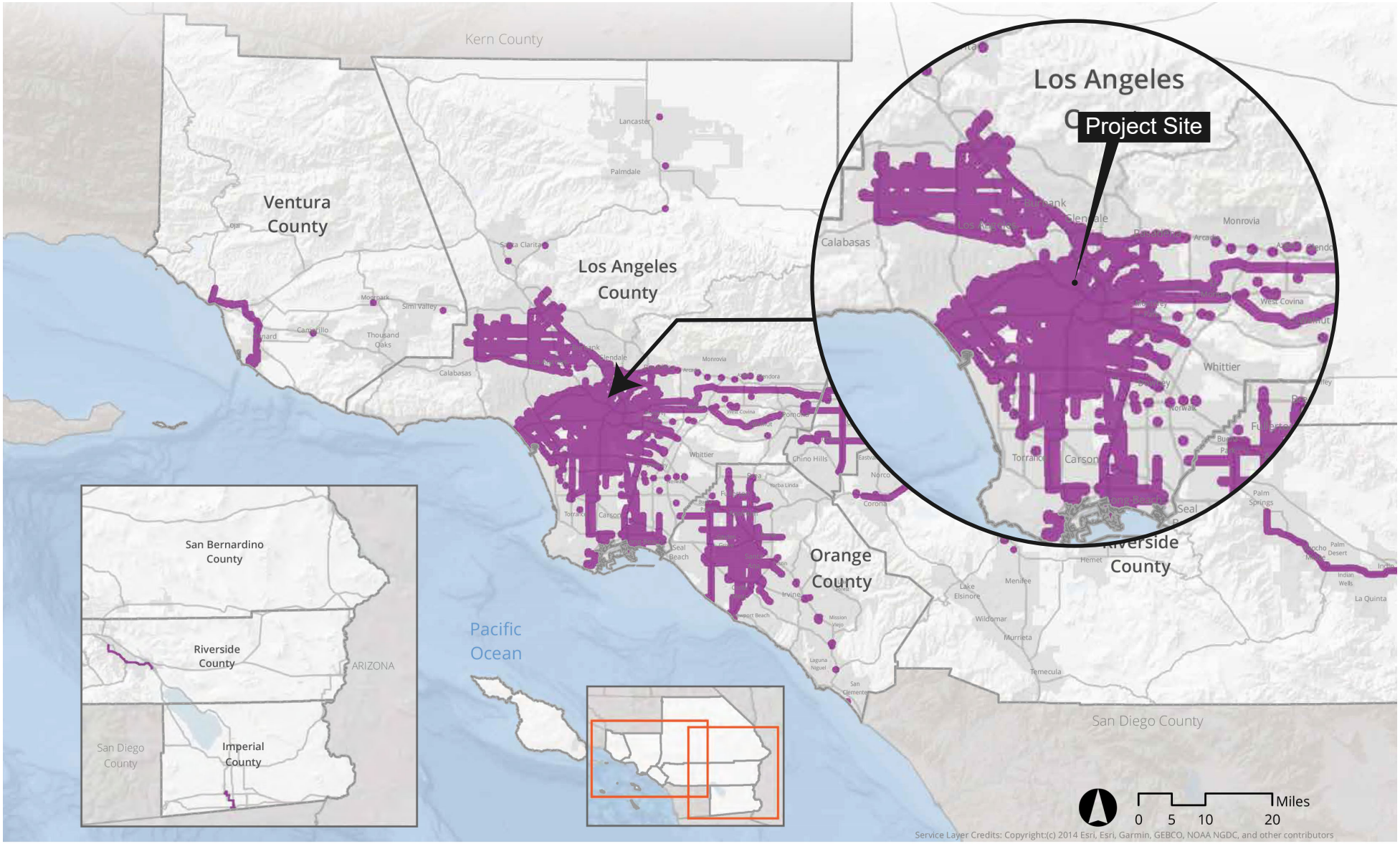
Transit Priority Areas (2045)

TPA

Note: Transit priority area (TPA) refers to an area within one-half mile of a major transit stop that is existing or planned. SCAG identifies major transit stops and transit priority areas using the methodology described in the Transit Technical Report. Major transit stops are extracted from 2045 plan year data of Connect SoCal.

Source: County Transportation Commissions, SCAG, 2019.

Figure 3-6
Priority Growth Area - Transit Priority Areas



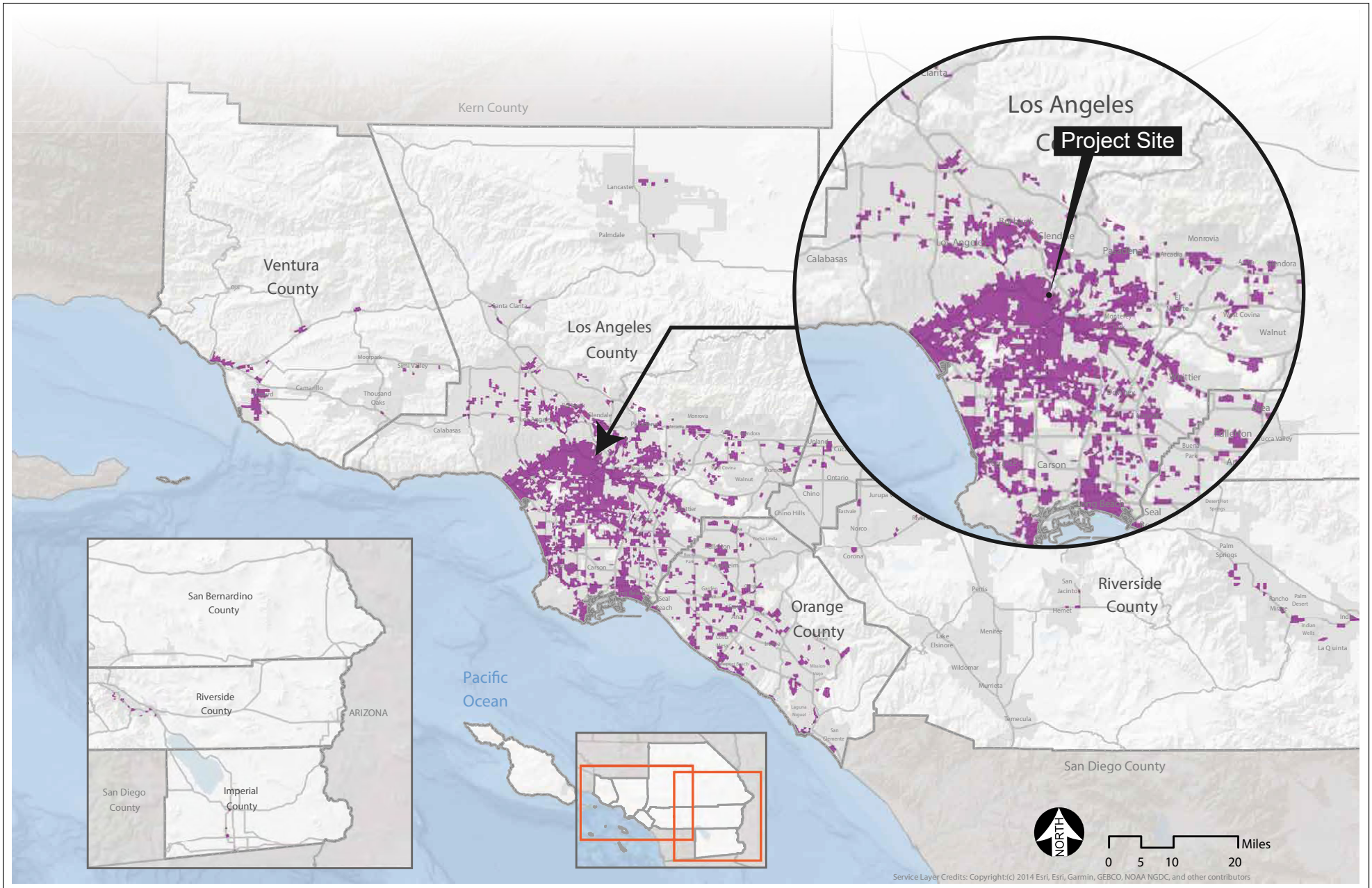
High Quality Transit Areas (2045)

HQTA

Note: SCAG's High Quality Transit Area (HQTA) is within one-half mile from major transit stops and high quality transit corridors (HQTC). SCAG identifies major transit stops and HQTCs using the methodology described in the Transit Technical Report. Major transit stops and HQTCs are extracted from 2045 plan year data of Connect SoCal.

Source: County Transportation Commissions, SCAG, 2019.

Figure 3-7
Priority Growth Area - High Quality Transit Area



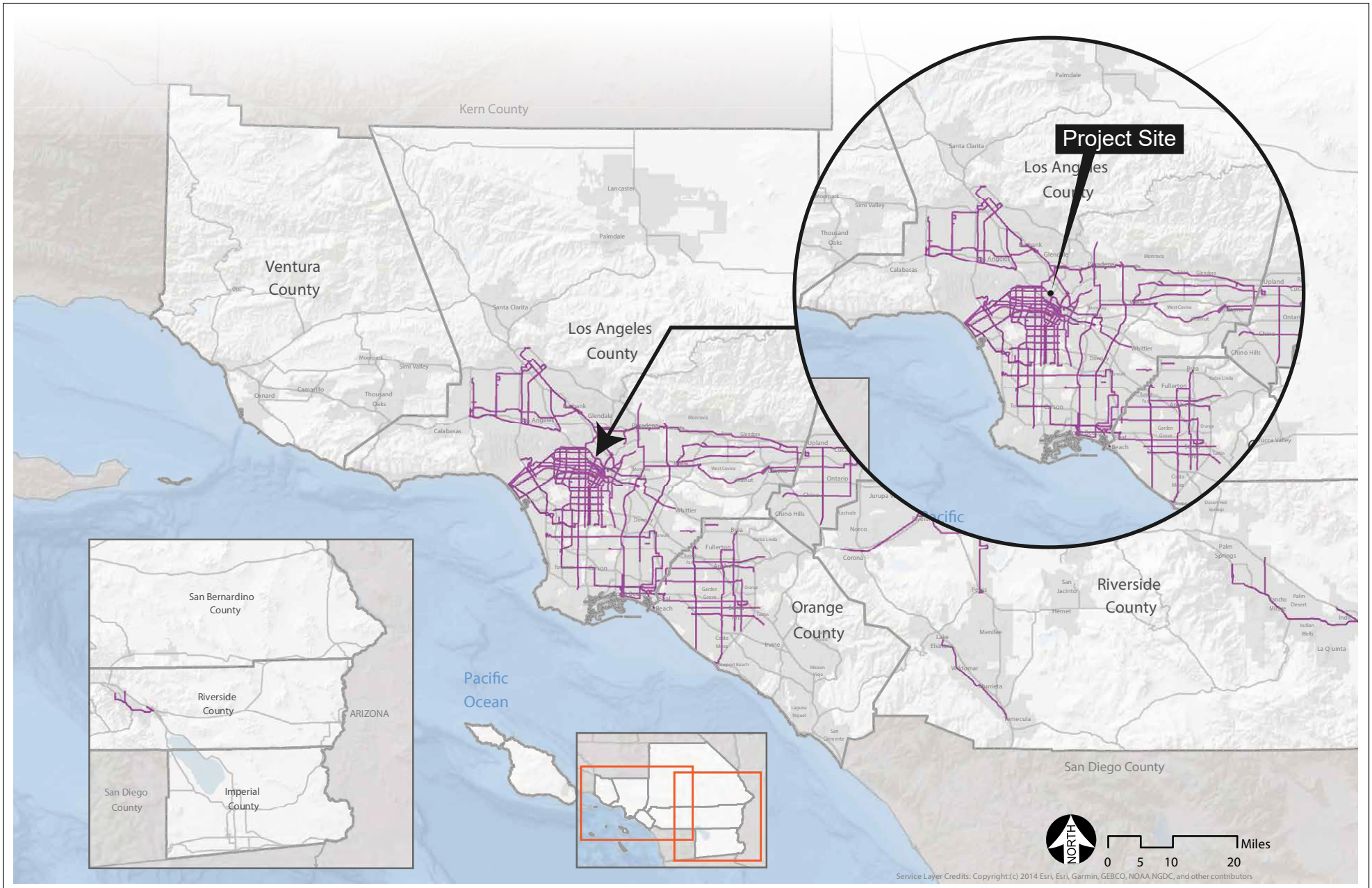
Neighborhood Mobility Areas (NMA)

NMA

Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.

Figure 3-8
Priority Growth Area - Neighborhood Mobility Areas

Source: SCAG, 2019.



Livable Corridors

Livable Corridors

Figure 3-9
Priority Growth Area - Livable Corridor

Source: SCAG, 2019.

Consistent with the 2020-2045 RTP/SCS's general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would develop new multi-family residential uses in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Project would increase density at a node along the Sunset Boulevard corridor. The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site, allowing better access to the surrounding area. Further, the Project would include approximately 113 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of exercise and transportation.

This type of transit-oriented residential development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Project is consistent with SCAG's land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options. As such, the Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects near Job Centers and in TPAs, HQTAs, NMAs, and along Livable Corridors.

The Project is consistent with the Applicable 2020-2045 RTP/SCS Policies Specified for the Project Area.

As discussed below on Table 3-1, the Project would be consistent with applicable goals, policies, and benefits of SCAG's 2016-2040 RTP/SCS.

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable.** This goal is directed towards SCAG and the City of Los Angeles (City) and does not apply to the Project.
Goal 2 Maximize mobility and accessibility for all people and goods in the region.	**Consistent.** The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with sources of employment, shopping, and entertainment. The Project Site area is served by bus lines operated by Metro, including lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. The Project Site is also located within HQTA as defined by SCAG (refer to Figures 3-1 and 3-2) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
	development of the Project Site with a seven-story, 153,781-square-foot residential building, with 176 dwelling units inclusive of 18 dwelling units restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 125 bicycle parking spaces (113 long-term spaces and 12 short-term spaces), which would support cycling as a form of transportation. Thus, consistent with this goal, the Project would promote accessibility for Project residents.
Goal 3 Ensure travel safety and reliability for all people and goods in the region.	**Consistent.** The Project would provide 125 bicycle parking spaces. Also, the Project would include street lighting and lighting of all pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Thus, the Project would ensure safe and reliable travel.
Goal 4 Preserve and ensure a sustainable regional transportation system.	**Not Applicable.** This goal is directed towards SCAG transportation projects and does not apply to the Project.
Goal 5 Maximize the productivity of our transportation system.	**Consistent.** Given the Project Site's location close to transit, the Project would encourage the utilization of transit as a mode of transportation to and from the Project Site area. Thus, the Project would contribute to the productivity and use of the regional transportation system by providing housing near transit.
Goal 6 Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	**Consistent.** The Project would construct housing near other existing housing and sources of employment, shopping, and entertainment. Project residents would be able to walk and bike to work/home and to

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
	shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile travel, reducing vehicle miles traveled (VMT) and associated pollutant emissions. The Project would include approximately 113 long-term bicycle parking stalls and 12 short-term bicycle parking spaces, which would encourage bicycling as a form of transportation. Thus, the Project would support a healthy environment.
Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	**Not Applicable.** This Goal is directed towards SCAG and the City to create incentives for energy efficiency.
Goal 8 Encourage land use and growth patterns that facilitate transit and active transportation.	**Consistent.** The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with sources of employment, shopping, and entertainment. The Project Site area is served by bus lines operated by Metro, including lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. The Project Site is also located within HQTA as defined by SCAG (refer to Figures 3-1 and 3-2) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a seven-story, 153,781-square-foot residential building, with 176 dwelling units inclusive of 18 dwelling units restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 125 bicycle parking spaces (113 long-term spaces and 12 short-term spaces), which would support cycling as a form of transportation. Thus, the Project would support the use of transit and active transportation.
Goal 9 Maximize the security of the regional transportation system through improved	**Not Applicable.** This Goal is directed towards SCAG to ensure the safety and

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
system monitoring, rapid recovery planning, and coordination with other security agencies.	security of the regional transportation system.
Guiding Policy 1 Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Not Applicable.** This policy is directed towards SCAG in allocating transportation investments.
Guiding Policy 2 Ensuring safety, adequate maintenance and efficiency of operations on the existing multimodal transportation system should be the highest RTP/SCS priorities for any incremental funding in the region.	**Not Applicable.** This policy is directed towards SCAG in allocating transportation system funding.
Guiding Policy 3 RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives.	**Not Applicable.** This Goal is directed towards SCAG and the City and not does apply to the Project.
Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	**Not Applicable.** This policy is directed towards transportation investment by SCAG.
Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	**Not Applicable.** This policy is directed towards transportation investment by SCAG to support high occupancy vehicles (HOV), transit and rideshare.
Guiding Policy 6 The RTP/SCS will support investments and strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	**Not Applicable.** This Guiding Policy relates to SCAG goals in supporting investments and strategies to reduce congestion and the use of single occupancy vehicles.
Guiding Policy 7 The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.	**Not Applicable.** This policy is directed towards SCAG transportation projects to encourage and support transportation investments.
Guiding Policy 8 Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.	**Not Applicable.** This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments, and does not apply to the Project.
Land Use Policy 1 Identify regional strategic areas for infill and investment.	**Not Applicable.** This policy is directed towards SCAG to identify regional strategic areas.

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
Land Use Policy 2 Structure the plan on a three-tiered system of centers development.[1]	**Not Applicable.** This Land Use Policy is directed towards SCAG and not does apply to the Project.
Land Use Policy 3 Develop "Complete Communities."	**Consistent.** SCAG describes the development of "complete communities" to provide areas that encourage households to be developed with a range of mobility options to complete short trips. The 2016-2040 RTP/SCS supports the creation of these districts through a concentration of activities with housing, employment, and a mix of commercial and services, located in proximity to each other, where most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile. As stated above, the Project would place residential uses in a transit-rich area. The Project Site's location near mass transit and in proximity to employment, shopping, and entertainment opportunities promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Thus, the Project would be consistent with this land use policy to reduce VMT.
Land Use Policy 4 Develop nodes on a corridor.	**Not Applicable.** The 2016-2040 RTP/SCS describes nodes as mixed-use development centers at key locations that meet most of residents' daily needs and that support livable corridors. This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes.
Land Use Policy 5 Plan for additional housing and jobs near transit.	**Consistent.** The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with sources of employment,

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
	shopping, and entertainment. The Project Site area is served by bus lines operated by Metro, including lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. The Project Site is also located within HQTA as defined by SCAG (refer to Figures 3-1 and 3-2) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a seven-story, 153,781-square-foot residential building, with 176 dwelling units inclusive of 18 dwelling units restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 125 bicycle parking spaces (113 long-term spaces and 12 short-term spaces), which would support cycling as a form of transportation. Thus, the Project would add housing near transit.
Land Use Policy 6 Plan for changing demand in types of housing.	**Consistent.** Of the 176 residential dwelling units that would be developed, 18 units)would be restricted to Extremely Low Income Households. Thus, the Project would meet the demand for market-rate and affordable housing.
Land Use Policy 7 Continue to protect stable, existing single-family areas.	**Consistent.** The Project Site is currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are currently vacant. None of the existing buildings on site are habitable. The Project Site would not displace, any existing habitable single-family residential neighborhoods. The Project would provide additional housing (including 18 units restricted for Extremely Low Income Households) on an infill lot within the City. Thus, the Project would protect single-family areas.

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.	**Consistent.** The Project Site is located within an urbanized area of the City. Development of the Project would not remove any existing designated open space areas or habitat. The Project would provide open space in accordance with LAMC requirements. Thus, the Project would not affect any open space or habitat.
Land Use Policy 9 Incorporate local input and feedback on future growth.	**Not Applicable/Consistent.** This Land Use Policy is directed towards SCAG and does not necessarily apply to the Project.
Benefit 1: The RTP/SCS will promote the development of better places to live and work through measures that encourage more compact development in certain areas of the region, varied housing options, bicycle and pedestrian improvements, and efficient transportation infrastructure.	**Consistent.** The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with sources of employment, shopping, and entertainment. The Project Site area is served by bus lines operated by Metro, including lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. The Project Site is also located within HQTA as defined by SCAG (refer to Figures 3-1 and 3-2) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a seven-story, 153,781-square-foot residential building, with 176 dwelling units inclusive of 18 dwelling units restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 125 bicycle parking spaces (113 long-term spaces and 12 short-term spaces), which would support cycling as a form of transportation. Thus, the Project is consistent with this goal.
Benefit 2: The RTP/SCS will encourage strategic transportation investments that add appropriate capacity and improve critical road conditions in the region, increase transit capacity and expand mobility options. Meanwhile, the Plan	**Not Applicable.** Benefit 2 is directed towards SCAG and not does apply to the Project.

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.	
Benefit 3: The RTP/SCS is expected to result in less energy and water consumption across the region, as well as lower transportation costs for households.	**Consistent.** The Project would be designed and constructed to meet the City's Green Building Code standards, which include methods to reduce energy and water consumption, through incorporation of specific types of building materials and low-flow toilets, faucets, and showerheads, etc., all of which would contribute to a reduction in energy and water consumption across the region. The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with sources of employment, shopping, and entertainment. The Project Site area is served by bus lines operated by Metro, including lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. The Project Site is also located within HQTA as defined by SCAG (refer to Figures 3-1 and 3-2) and a TPA as defined by SB 743, each of which support transit opportunities and promote a walkable environment. The Project is an infill development that includes development of the Project Site with a seven-story, 153,781-square-foot residential building, with 176 dwelling units inclusive of 18 dwelling units restricted to Extremely Low Income Households and would place residents near transit. Additionally, the Project would include a total of 125 bicycle parking spaces (113 long-term spaces and 12 short-term spaces), which would support cycling as a form of transportation. The Project would reduce dependence on single-occupancy vehicles that could result in lower transportation costs per Project household.

Table 3-1
Consistency with SCAG's 2016-2040 RTP/SCS

Goals, Policies, and Benefits	Consistency Assessment
Benefit 4: Improved placemaking and strategic transportation investments will help improve air quality; improve health as people have more opportunities to bicycle, walk and pursue other active alternatives to driving; and better protect natural lands as new growth is concentrated in existing urban and suburban areas.	**Consistent.** The Project's location and design features would encourage active transportation within the Project Site and surrounding area and would help to protect the health of residents. The Project would provide landscaping along the public rights-of-way, which promotes and supports pedestrian activity in the area. The Project would also provide 125 bicycle parking spaces, which would support cycling as a means of transportation. In addition, the Project Site is located in close proximity to a variety of public transit options, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. Finally, the Project would provide outdoor open space in accordance with LAMC requirements. Thus, as an infill development, the Project would promote active transportation.
Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016.	

As discussed below on Table 3-2, the Project would be consistent with applicable goals, policies, and benefits of SCAG's 2020-2045 RTP/SCS.

Table 3-2
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
Goal 1 Encourage regional economic prosperity and global competitiveness.	**Not Applicable/Consistent.** This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct housing near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project Site is located in a highly urbanized area in the City and would develop 176 multi-family residential units within an HQTA, as defined by SCAG, and within a TPA as defined by SB 743, and also in close proximity to existing

Table 3-2
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	sources of employment and shopping. The Project would allow for accessible and reliable modes of travel for the Project residents as an inherent aspect of the Project Site's proximity to sources of transit and the Project's inclusion of 112 long-term bicycle parking spaces and 13 short-term bicycle parking spaces. The Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 4 Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The Project would construct housing units in a walkable urban neighborhood near existing sources of employment and shopping. The Project would include 113 long-term bicycle parking spaces and 12 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. Thus, the

Table 3-2
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	Project would increase personal mobility and provide increased travel choices to residents.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to sources of employment and shopping and to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle. In addition, the Project's inclusion of 125 bicycle parking spaces would encourage cycling as a mode of transportation. The Project would thereby contribute to an overall reduction in VMT and associated GHG emissions.
Goal 6 Support healthy and equitable communities.	**Consistent.** The Project would construct housing units near sources of employment and shopping. Of the 176 proposed dwelling units, 18 of the units would be Extremely Low Income housing units. The Project would include 113 long-term bicycle parking spaces and 12 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. Given the urban nature of the Project Site area, Project residents would be able to walk and bike to work and to shop. By developing new affordable housing and facilitating alternatives to driving, the Project would support healthy and equitable communities.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** The Project includes development of residential units on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes pedestrian improvements

Table 3-2
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	and 125 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Project includes development of 176 residential units, including 18 Extremely Low Income units, on a site that is located in close proximity to transit, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and

Table 3-2
Consistency with the 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable.** This principle is directed toward SCAG that has the responsibility of monitoring the progress of the 2020-2045 RTP/SCS.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Source: 2020-2045 RTP/SCS, finally adopted September 3, 2020.	

Consistency with TPP Criterion #2(a) – The Project contains at least 50 percent residential use.

All of the floor area associated with the Project would be dedicated to residential uses. As such, the Project would be consistent with this criterion.

Consistency with TPP Criterion #2(b) – The Project includes a minimum net density of at least 20 units per acre.

The Project Site is approximately 1.14 acres in size. The Project includes development of 176 dwelling units. As such, the Project would provide approximately 154 dwelling units per acre. As such, the Project would be consistent with this criterion.

Consistency with TPP Criterion #2(c) – The Project Site is located within one-half mile of a major transit stop or a high quality transit corridor included in the 2020-2045 RTP/SCS.

Public Resources Code (PRC) Section 21155 (b) defines a “high-quality transit corridor” as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

PRC Section 21064.3 defines “major transit stop” as a site containing any of the following:

(a) An existing rail or bus rapid transit station.
(b) A ferry terminal served by either a bus or rail transit service.
(c) 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.

PRC Section 21155 (b) states that a “major transit stop” is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

The Project Site is located in an urban area served by multiple local bus lines that are adjacent to the sites and with service intervals of 15 minute or less during morning and afternoon peak commute periods, including Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Moreover, as shown on Figure 3-5, the Project Site is located in an HQTA that is included in the 2020-2045 RTP/SCS. As such, the Project is consistent with this criterion.

4 APPLICABILITY OF MITIGATION MEASURES FROM PRIOR EIRS

4.1 INTRODUCTION

Public Resources Code (PRC) Section 21151.2 requires that a Transit Priority Project (TPP) also incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. Prior applicable EIRs include the Southern California Association of Government's (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and the 2020-2045 RTP/SCS Program EIRs.

The Mitigation Monitoring and Reporting Programs for the 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS Program EIRs (SCAG MMRPs) include programmatic mitigation measures to be implemented by SCAG and project-level mitigation measures that SCAG encourages local agencies to implement, as appropriate and feasible, as part of project-specific environmental review.

As stated in the SCAG MMRPs, SCAG has no authority to impose mitigation measures on individual projects for which it is not the lead agency. However, for projects seeking to use CEQA streamlining and/or tier from the 2016-2040 RTP/SCS and 2020-2045 RTP/SCS Program EIRs, project-level mitigation measures included in the Program EIRs (or comparable measures) should be required by the local lead agency as appropriate and feasible. Many lead agencies have existing regulations, policies, and/or standard conditions of approval that address potential impacts. Nothing in the Program EIRs is intended to supersede existing regulations and policies of individual jurisdictions. Since SCAG has no authority to impose mitigation measures, mitigation measures to be implemented by local jurisdictions are subject to a lead agency's independent discretion as to whether measures are applicable to projects in their respective jurisdictions. Lead agencies may use, amend, or not use measures identified in the Program EIRs as appropriate to address project-specific conditions. The determination of significance and identification of appropriate mitigation is solely the responsibility of the lead agency.

To comply with PRC Section 21151.2, the City has reviewed all mitigation measures contained in the SCAG MMRPs and determined their applicability to the Project (refer to subsection 4.2, below). For each such mitigation measure, the City considered whether to incorporate the mitigation measure from SCAG's Program EIRs or whether an equally effective existing federal, state, regional, or City regulation or other existing City mitigation measure/standard condition is equal to or more effective than SCAG's mitigation measures.

An analysis of the Project's environmental impacts is included Section 5 (Sustainable Communities Environmental Impact Analysis). The analysis concludes that with the exception of construction-related noise impacts, the Project would not result in any significant impacts that would require mitigation measures. For the Project's potentially significant construction-related noise impact, the City has determined that applicable portions of mitigation measure PMM NOISE-1 (outlined below) are applicable to the Project and have been identified as a mitigation measure in Section 5 that would reduce the Project's construction-related noise impact to less than significant. No other SCAG mitigation measures are applicable to the Project, because either the Project would result in no impact or a less than significant impact (without the need for mitigation) or because the Project's compliance with existing federal, state, regional, or City regulations that are equally to or more effective than SCAG's mitigation measures would ensure that the Project's impacts related to the other environmental issues addressed in Section 5 would be less than significant (without the need for mitigation).

PMM NOI-1: The Project shall incorporate the following applicable measures from the 2020-2045 RTP/SCS Mitigation Measure PMM Noise-1 to reduce the impact of construction-related noise on nearby sensitive receptors:

a) Install temporary noise barriers during construction. Temporary noise barriers shall be installed along the perimeter of the Project Site The barrier shall consist of K-rail with one-inch plywood fencing on top, at least 8 feet in height and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with LAMC noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code.

b) Schedule construction activities consistent with the allowable hours pursuant to the City of Los Angeles general plan noise element or noise ordinance

c) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

d) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

e) Designate an on-site construction complaint and enforcement manager for the project.

f) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. Construction equipment shall comply with noise limits in LAMC Section 112.05.

g) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. Construction equipment shall comply with noise limits in LAMC Section 112.05.

h) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

i) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

j) Use portable barriers in the vicinity of sensitive receptors during construction, if needed in addition to the temporary noise barriers.

k) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts and are needed in addition to the use of temporary noise barriers.

4.2 INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM PRIOR EIRS

Applicability of the 2016-2040 RTP/SCS Program EIR Mitigation Measures to the Project

AESTHETICS

AES-1: Potential to have a substantial adverse effect on a scenic vista.

MM-AES-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of visual intrusions on scenic vistas, or National Scenic Byways that are in the jurisdiction and responsibility of Caltrans, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations for Caltrans scenic vistas and goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.
- Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.
- Use alternating facades to “break up” large facades and provide visual interest.
- Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.
- Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.
- Retain or replace trees bordering highways, so that clear-cutting is not evident.
- Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.
- Implement design guidelines, local policies, and programs aimed at protecting views of scenic corridors and avoiding visual intrusions in design of projects to minimize contrasts in scale and massing between the project and surrounding

natural forms and developments. Avoid, if possible, large cuts and fills when the visual environment (natural or urban) would be substantially disrupted. Site or design of projects should minimize their intrusion into important viewsheds and use contour grading to better match surrounding terrain.

Applicability to the Project

No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within Transit Priority Areas (TPAs) pursuant to CEQA. The Project includes development of 176 dwelling units within a City-designated TPA and within SCAG-designated High Quality Transit Area (HQTA) and TPA. As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure into the Project is not required.

AES-2: Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply.

AES-3: Potential to substantially degrade the existing visual character or quality of the site and its surroundings.

MM-AES-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of degrading the existing public viewpoints, visual character, or quality of the site that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.
- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.
- Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible, or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.
- Design projects consistent with design guidelines of applicable general plans.
- Apply development standards and guidelines to maintain compatibility with surrounding natural areas, including site coverage, building height and massing, building materials and color, landscaping, site grading, and so forth in accordance with general plans and adopted design guidelines, where applicable.
- Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.

Applicability to the Project

No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. The Project includes development of 176 dwelling units on a site that is located within a City-designated TPA and within SCAG-designated HQTA and TPA. As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure into the Project is not required.

AES-4: Potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Potential to result in shade and shadow impacts.

MM-AES-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or minimizing the effects of light and glare on routes of travel for motorists, cyclists, and pedestrians, or on adjacent properties, and limit expanded areas of shade and shadow to areas that would not adversely affect open space or outdoor recreation areas that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies within county and city general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.
- Restrict the operation of outdoor lighting for construction and operation activities in accordance with local regulations.
- Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.
- Use unidirectional lighting to avoid light trespass onto adjacent properties.
- Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.
- Provide structural and/or vegetative screening from light-sensitive uses.
- Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.
- Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.
- Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

Applicability to the Project

PRC Section 21099, enacted by Senate Bill 743, provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. The Project includes development of 176 dwelling units on a site that is located within a City-designated TPA and within SCAG-designated HQTA and TPA. As such, the Project’s aesthetic impacts shall not be

considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure into the Project is not required.

AGRICULTURAL RESOURCES

AF-1: Potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

MM-AF-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses that are within the jurisdiction and responsibility of the Natural Resources Conservation Service, the California Resources Agency, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Farmland Protection Act and implementing regulations, and the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the Farmland Mapping and Monitoring Program of the California Resources Agency. Such measures may include the following, or other comparable measures identified by the Lead Agency taking into account project and site-specific considerations as applicable and feasible:

- For projects that require approval or funding by the USDOT, comply with Section 4(f) U.S. Department of Transportation Act of 1966 (USDOT Act).
- Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.
- Maintain and expand agricultural land protections such as urban growth boundaries.

Support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld. The California Department of Fish and Wildlife provides a definition for conservation or mitigation banks on their website (please see https://www.wildlife.ca.gov/Conservation/Planning/Banking).

A conservation or mitigation bank is privately or publicly owned land managed for its natural resource values. In exchange for permanently protecting, managing, and monitoring the land, the bank sponsor is allowed to sell or transfer habitat credits to

permittees who need to satisfy legal requirements and compensate for the environmental impacts of developmental projects.

A privately owned conservation or mitigation bank is a free-market enterprise that:

- Offers landowners economic incentives to protect natural resources;
- Saves permittees time and money by providing them with the certainty of pre-approved compensation lands;
- Consolidates small, fragmented wetland mitigation projects into large contiguous sites that have much higher wildlife habitat values;
- Provides for long-term protection and management of habitat.

A publicly owned conservation or mitigation bank:

- Offers the sponsoring public agency advance mitigation for large projects or multiple years of operations and maintenance."

In 2013, the University of California published an article entitled "Reforms could boost conservation banking by landowners" that speaks specifically to the use of agricultural lands for in conjunction with conservation banking programs.

- Provide for mitigation fees to support a mitigation bank that invests in farmer education, agricultural infrastructure, water supply, marketing, etc., that enhance the commercial viability of retained agricultural lands.
- Include underpasses and overpasses at reasonable intervals to maintain property access.
- Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.
- Ensure individual projects are consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible.
- Contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy and evaluate potential impacts to such lands using the land evaluation and site assessment (LESA) analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.

Applicability to the Project

No mitigation applies. No farmland or agricultural activity exist on or in the vicinity of the Project Site. Thus, incorporation of this mitigation measure into the Project is not required.

AF-2: Potential to conflict with existing zoning for agricultural use, or a Williamson Act contract.

MM-AF-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from conflict with existing zoning for agricultural use or a Williamson Act contract that are within the jurisdiction and responsibility of the California Department of Conservation, other public agencies, and Lead Agencies. Where the Lead Agency has identified that a project has potential for significant effects, the Lead Agency can and should consider mitigation measures to mitigate the significant effects of agriculture and forestry resources to ensure compliance with the goals and policies established within the applicable adopted county and city general plans to protect agricultural resources consistent with the California Land Conservation Act of 1965, the Farmland Security Zone Act, and county and city zoning codes, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- Project relocation or corridor realignment to avoid lands in Williamson Act contracts.
- Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.
- Prior to final approval of each project, encourage enrollments of agricultural lands for counties that have Williamson Act programs, where applicable.

Applicability to the Project

No mitigation applies. The Project Site is not zoned for agricultural production; there is no farmland at the Project Site; and there are no Williamson Act Contracts in effect for the Project Site (or for any sites within the City). Thus, incorporation of this mitigation measure into the Project is not required.

AF-3: Potential to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in

Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

AF-4: Potential to result in the loss of forest land or conversion of forest land to non-forest use.

See MM-AF-1(b) above, and MM-GHG-3(b) below.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-AF-1(b) above, and MM-GHG-3(b) below.

AF-5: Potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

No mitigation required.

See MM-AF-1(b) above, and MM-GHG-3(b) below.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-AF-1(b) above, and MM-GHG-3(b) below.

AIR QUALITY

AIR-1: Potential to conflict with or obstruct implementation of the applicable air quality plan.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

AIR-2: Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

MM-AIR-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the CARB, air quality management districts, and other regulatory agencies. Where the Lead Agency has identified that a project has the potential to violate an air quality standard or contribute substantially to an existing air quality violation, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s) and other agencies as set forth below, or other comparable measures, to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible.

CARB, South Coast AQMD, Antelope Valley AQMD, Imperial County APCD, Mojave Desert AQMD, Ventura County APCD, and Caltrans have identified project-level feasible measures to reduce construction emissions:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling dirt.
- Stabilize the surface of dirt piles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.
- Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.
- Ensure that all construction equipment is properly tuned and maintained.
- Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project

work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.

- Project sponsors should ensure to the extent possible that construction activities utilize grid-based electricity and/or onsite renewable electricity generation rather than diesel and/or gasoline powered generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- As appropriate, require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.
- Implement EPA's National Clean Diesel Program.
- Diesel- or gasoline-powered equipment shall be replaced by lowest emitting feasible for each piece of equipment from among these options: electric equipment whenever feasible, gasoline-powered equipment if electric infeasible.
- On-site electricity shall be used in all construction areas that are demonstrated to be served by electricity.
- If cranes are required for construction, they shall be rated at 200 hp or greater equipped with Tier 4 or equivalent engines.
- Use alternative diesel fuels, such as Clean Fuels Technology (water emulsified diesel fuel) or O2 diesel ethanol-diesel fuel (O2 Diesel) in existing engines
- Convert part of the construction truck fleet to natural gas.
- Include "clean construction equipment fleet", defined as a fleet mix cleaner than the state average, in all construction contracts
- Fuel all off-road and portable diesel powered equipment with ARB-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road)
- Use electric fleet or alternative fueled vehicles where feasible including methanol, propane, and compressed natural gas
- Use diesel construction equipment meeting ARB's Tier 4 certified engines or cleaner off-road heavy-duty diesel engines and comply with State off-road regulation

- Use on-road, heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road diesel engines, and comply with the State on-road regulation
- Use idle reduction technology, defined as a device that is installed on the vehicle that automatically reduces main engine idling and/or is designed to provide services, e.g., heat, air conditioning, and/or electricity to the vehicle or equipment that would otherwise require the operation of the main drive engine while the vehicle or equipment is temporarily parked or is stationary
- Minimize idling time either by shutting off equipment when not in use or limit idling time to 3 minutes Signs shall be posted in the designated queuing areas and/or job sites to remind drivers and operators of the 3 minute idling limit. The construction contractor shall maintain a written idling policy and distribute it to all employees and subcontractors. The on-site construction manager shall enforce this limit.
- Prohibit diesel idling within 1,000 feet of sensitive receptors.
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- The engine size of construction equipment shall be the minimum practical size.
- Catalytic converters shall be installed on gasoline-powered equipment.
- Signs shall be posted in designated queuing areas and job sites to remind drivers and operators of the idling limit.
- Construction worker trips shall be minimized by providing options for carpooling and by providing for lunch onsite.
- Use new or rebuilt equipment.
- Maintain all construction equipment in proper working order, according to manufacturer's specifications. The equipment must be check by an ASE-certified mechanic and determined to be running in proper condition before it is operated.
- Use low rolling resistance tires on long haul class 8 tractor-trailers.
- Suspend all construction activities that generate air pollutant emissions during air alerts.
- Install a CARB-verified, Level 3 emission control device, e.g., diesel particulate filters, on all diesel engines.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential air quality impacts in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project would not generate pollutant emissions in excess of applicable significance thresholds and would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

AIR-3: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable NAAQS or CAAQS.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

AIR-4: Expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially.

MM-AIR-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures that are within the jurisdiction and authority of the air quality management district(s) where proposed 2016 RTP/SCS transportation projects would be located. Where the Lead Agency has identified that a project has the potential to expose sensitive receptors to substantial pollutant concentrations and harm public health outcomes substantially, the Lead Agency can and should consider the measures that have been identified by CARB and air district(s), or other comparable measures, to reduce cancer risk pursuant to the Air Toxics "Hot Spots" Act of 1987 (AB2588), as applicable and feasible. Such measures include those adopted by CARB designed to reduce substantial pollutant concentrations, specifically diesel, from mobile sources and equipment. CARB's strategy includes the following elements:

- Set technology forcing new engine standards.
- Reduce emissions from the in-use fleet.
- Require clean fuels, and reduce petroleum dependency.
- Work with US EPA to reduce emissions from federal and state sources.
- Pursue long-term advanced technology measures

Proposed new transportation-related SIP measures include:

On-Road Sources

- Improvements and Enhancements to California's Smog Check Program
- Expanded Passenger Vehicle Retirement
- Modifications to Reformulated Gasoline Program
- Cleaner In-Use Heavy-Duty Trucks
- Ship Auxiliary Engine Cold Ironing and Other Clean Technology Cleaner Ship Main Engines and Fuel
- Port Truck Modernization
- Accelerated Introduction of Cleaner Line-Haul Locomotives
- Clean Up Existing Commercial Harbor Craft
- Limited idling of diesel-powered trucks
- Consolidated truck trips and improve traffic flow
- Late model engines, Low emission diesel products, engine retrofit technology
- Alternative fuels for on-road vehicles

Off-Road Sources

- Cleaner Construction and Other Equipment
- Cleaner In-Use Off-Road Equipment
- Agricultural Equipment Fleet Modernization
- New Emission Standards for Recreational Boats
- Off-Road Recreational Vehicle Expanded Emission Standards

Applicability to the Project

No mitigation applies. The Project does not involve a 2016-2040 RTP/SCS transportation project. As a residential development, the Project cannot establish new regulatory standards or requirements, such as setting new engine standards or making improvements and enhancements to California's Smog Check Program. Thus, incorporation of this mitigation measure into the Project is not required.

AIR-5: Expose a substantial number of people to objectionable odors.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

BIOLOGICAL RESOURCES

BIO-2: Potential to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations; or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

MM-BIO-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on state-designated sensitive habitats, including riparian habitats, that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 1600 of the State Fish and Game Code, USFS Land Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino, implementing regulations for the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the California Department of Fish and Wildlife; and other related federal, state, and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act.
- Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal Endangered Species Act and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California Endangered Species Act, or Fully-Protected Species afforded protection pursuant to the State Fish and Game Code.

- Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to lakes and streambeds.
- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state-designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season.
- Consult with the CDFW for state-designated sensitive or riparian habitats where fur-bearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.
- Utilize applicable and CDFW approved plant community classification resources during delineation of sensitive communities and invasive plants including, but not limited to, the *Manual of California Vegetation,* the California Invasive Plant Inventory Database, and the Orange County California Native Plant Society (OCCNPS) Emergent Invasive Plant Management Program, where appropriate.
- Encourage project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.
- Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats.
- Install fencing and/or mark sensitive habitat to be avoided during construction activities.
- Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial plants for use in restoring native vegetation to all areas of temporary disturbance within the project area.
- Revegetate with appropriate native vegetation following the completion of construction activities.
- Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).
- Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

Applicability to the Project

No mitigation applies. The Project Site comprises six parcels and is located in an urbanized area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the

remaining two parcels are currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. No riparian habitat or other sensitive natural community exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Thus, incorporation of this mitigation measure is not required.

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

MM-BIO-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 404 of the Clean Water Act and regulations of the U.S. Army Corps of Engineers (USACOE), and other applicable federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Require project design to avoid federally protected wetlands consistent with the provisions of Section 404 of the Clean Water Act, wherever practicable and feasible.
- Where the Lead Agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters not protected under Section 404 of the Clean Water Act, seek comparable coverage for these wetlands and waters in consultation with the USACOE and applicable Regional Water Quality Control Boards (RWQCB). Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federally protected wetlands to support issuance of a permit under Section 404 of the Clean Water Act as administered by the USACOE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACOE's Final Compensatory Mitigation Rule. The USACOE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACOE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the Project. This compensatory mitigation process seeks to replace the

loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:

  - Permittee-responsible mitigation
  - Contribution of in-lieu fees
  - Use of mitigation bank credits

- Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether wetlands will be affected and, if necessary, perform a formal wetland delineation.

Applicability to the Project

No mitigation applies. The Project Site comprises six parcels is located in an urbanized area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. No wetlands exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Thus, incorporation of this mitigation measure is not required.

BIO-4: Potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

MM-BIO-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on migratory fish or wildlife species or within established native resident and/or migratory wildlife corridors, and native wildlife nursery sites that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, U.S. Forest Service, public agencies and/or Lead Agencies, as applicable and feasible. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with regulations of the USFWS, USFS, CDFW, and related regulations, goals and polices of counties and cities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where impacts to birds afforded protection pursuant to the Migratory Bird Treaty Act during the breeding season may occur.
- Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.
- Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement.
- Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.
- Prohibit clearing of vegetation and construction within the peak avian breeding season (February 1st through September 1st), where feasible.
- Conduct weekly surveys to identify active raptor and other migratory nongame bird nests by a qualified biologist with experience in conducting breeding bird surveys within three days prior to the work in the area from February 1 through August 31.
- Prohibit construction activities with 300 feet (500 feet for raptors) of occupied nests of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season. Delineate the non-disturbance buffer by temporary fencing and keep the buffer in place until construction is complete or the nest is no longer active. No construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions or expansions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.
- Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.
- Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site. Analyze habitat linkages/wildlife movement corridors on a broader and cumulative impact analysis scale to avoid adverse impacts from linear projects that have potential for impacts on a broader scale or critical narrow choke points that could reduce function of recognized movement corridors on a larger scale. Require review of construction drawings and habitat connectivity mapping provided by the CDFW or CNDDB by a qualified biologist to determine the risk of habitat fragmentation.

- Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).
- Demonstrate that Projects would not adversely affect movement of any native resident or migratory fish or wildlife species, wildlife movement corridors, or wildlife nursery sites through the incorporation of avoidance strategies into project design, wherever practicable and feasible.
- Evaluate the potential for overpasses, underpasses, and culverts in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Provide wildlife crossings in accordance with proven standards, such as FHWA's Critter Crossings or Ventura County Mitigation Guidelines and in consultation with wildlife corridor authorities with sufficient knowledge of both regional and local wildlife corridors, and at locations useful and appropriate for the species of concern.
- Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.
- Establish native vegetation and facilitate the enhancement and maintenance of biological diversity within existing habitat pockets in urban environments that provide connectivity to large-scale habitat areas.
- Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in **MM-BIO-1(b)**, where applicable:
    - Wildlife movement buffer zones
    - Corridor realignment
    - Appropriately spaced breaks in center barriers
    - Stream rerouting
    - Culverts
    - Creation of artificial movement corridors such as freeway under- or overpasses
    - Other comparable measures
- Where the Lead Agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.

- Project sponsors should emphasize that urban habitats and the plant and wildlife species they support are indeed valuable, despite the fact they are located in urbanized (previously disturbed) areas. Established habitat connectivity and wildlife corridors in these urban ecosystems will likely be impacted with further urbanization, as proposed in the Project. Appropriate mitigation measures should be proposed, developed, and implemented in these sensitive urban microhabitats to support or enhance the rich diversity of urban plant and wildlife species.
- Establish native vegetation within habitat pockets or the "wildling of urbanized habitats" that facilitate the enhancement and maintenance of biological diversity in these areas. These habitat pockets, as the hopscotch across an urban environment, provide connectivity to large-scale habitat areas.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-BIO-4. The Project Site is located in a developed urban area, and the Project would replace existing development. The Project Site and surrounding area are not part of a wildlife corridor or in proximity to any native wildlife nursery sites. The Project Site comprises six parcels and is located in an urbanized and developed area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. There are 27 trees on the Project Site (refer to the Tree Report in Appendix C), none of which is considered a protected tree per the City's Tree Ordinance, that would be removed as part of the Project and replaced in accordance with the City's tree replacement requirements. These trees could potentially provide nesting sites for migratory birds. Thus, the Project would be required to comply with the MBTA (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15th to August 15th).

BIO-5: Potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

MM-BIO-5: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts related to conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, that are in the jurisdiction and responsibility of local jurisdictions and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to comply with county, city and

local policies or ordinances, protecting biological resources, such as tree preservation policies or ordinances, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.
- Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by a certified arborist.
- If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species.
- Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed. Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree.
- Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.
- Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.
- Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, require replacement of any tree

removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed.

- Remove all debris created as a result of any tree removal work from the property within two weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations.
- Design projects to avoid conflicts with local policies and ordinances protecting biological resources.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:
    - Avoidance strategies
    - Contribution of in-lieu fees
    - Planting of replacement trees at a minimum ratio of 2:1
    - Re-landscaping areas with native vegetation post-construction
    - Other comparable measures

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-BIO-5. There are 27 trees on the Project Site (refer to the Tree Report in Appendix C), none of which is considered a protected tree per the City's Tree Ordinance, that would be removed as part of the Project and replaced in accordance with the City's tree replacement requirements that are similar to MM-BIO-5. Thus, development of the Project would not conflict with any local policies or ordinances protecting biological resources.

BIO 6: Potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

MM-BIO-6: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant impacts on HCP and NCCPs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act; and

implementing regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs, NCCPs or other conservation programs.
- Wherever practicable and feasible, the project shall be designed to avoid through project design lands preserved under the conditions of an HCP, NCCP, or other conservation program.
- Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP or other conservation program, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California Endangered Species Act, shall be developed to support issuance of an Incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in **MM-BIO-1(b)**, where applicable.

Applicability to the Project

No mitigation applies. The Project Site is not subject to any provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, the Project Site is not within or adjacent to an existing Significant Ecological Area. Thus, incorporation of this mitigation measure into the Project is not required.

CULTURAL RESOURCES

CUL-1: Potential to directly or indirectly destroy unique paleontological resources or sites or unique geological features.

MM-CUL-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on unique paleontological resources or sites and unique geologic features that are within the jurisdiction and responsibility of National Park Service, Office of Historic Preservation, and Native American Heritage Commission, other public agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on unique paleontological resources or sites or unique geologic features. Ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Obtain review by a qualified geologist or paleontologist to determine if the project has the potential to require excavation or blasting of parent material with a moderate to high potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature.
- Avoid exposure or displacement of parent material with a moderate to high potential to yield unique paleontological resources.
- Where avoidance of parent material with a moderate to high potential to yield unique paleontological resources is not feasible:
    - All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
    - Prepare a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of representative samples of unique paleontological resources encountered during construction. If unique paleontological resources are encountered during excavation or blasting, use a qualified paleontologist to oversee the implementation of the PRMP.
    - Monitor blasting and earth-moving activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontologist or archeologists cross-trained in paleontology to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
    - Identify where excavation and earthmoving activity is proposed in a geologic unit having a moderate or high potential for containing fossils and specify the need for a paleontological or archeological (cross-trained in paleontology) to be present during earth-moving activities or blasting in these areas.
- Avoid routes and project designs that would permanently alter unique features with archaeological and/or paleontological significance.
- Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-CUL-1. The Project

Site is located within an urbanized area of the City and has been subject to grading and development in the past. A records search was conducted with the Los Angeles County Natural History Museum to determine the likelihood for unique paleontological resources to occur at the Project Sites (refer to Appendix F). The records search revealed that no vertebrate fossil localities have been identified at the Project Site, but fossil localities have been identified nearby within the same sedimentary deposits that occur at the Project Site. As with all development in the City that includes any ground-disturbing activities, the Applicant would be required to comply with the City's Standard Condition of Approval related to the inadvertent discovery of subsurface resources. If paleontological resources are encountered, the Applicant would be required to notify the Department of Building and Safety immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5.

CUL-2: Potential to cause a substantial adverse change in the significance of a historical resource, including tribal cultural resources, as defined in CEQA Guidelines Section 15064.5.

MM-CUL-2(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of on historical resources within the jurisdiction and responsibility of the Office of Historical Preservation, Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Section 15064.5 of the State CEQA Guidelines capable of avoiding or reducing significant impacts on historical resources, to ensure compliance with the National Historic Preservation Act, Section 5097.5 of the Public Resources Code (PRC), state programs pursuant to Sections 5024 and 5024.5 of the PRC, adopted county and city general plans and other federal, state and local regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Pursuant to CEQA Guidelines Section 15064.5, conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historic resources were identified.
- Obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for historical resources within 1,000 feet of the project.

- Comply with Section 106 of the National Historic Preservation Act including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:
    - Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
    - Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.
- Secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, and architectural drawings, as mitigation for the effects of demolition of a resource.
- Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.
- Prior to construction activities, obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified.
- Prior to construction activities, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources.
- If a record search indicates that the project is located in an area rich with cultural materials, retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.

- Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist familiar with the local archaeology, and/or as appropriate, an architectural historian who should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource will need to be mitigated.
- Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources.

Applicability to the Project

No mitigation applies. No historical resources are located on or near the Project Site. Thus, incorporation of this mitigation measure into the Project is not required.

CUL-3: Potential to cause a substantial adverse change in the significance of an archaeological resource, including tribal cultural resources, pursuant to CEQA Guidelines Section 15064.5.

See MM-CUL-2(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-CUL-2(b), above.

CUL-4: Potential to disturb human remains, including those interred outside of formal cemeteries, including Native American Sacred Sites.

MM-CUL-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to human remains that are within the jurisdiction and responsibility of the Native American Heritage Commission, other public agencies, and/or Local Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency should consider mitigation measures capable of avoiding or reducing significant impacts on human remains, to ensure compliance with the California Health and Safety Code, Section 7060 and Section 18950-18961 and Native American Heritage Commission, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any

nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.

- If any discovered remains are of Native American origin:
    - Contact the County Coroner to contact the Native American Heritage Commission to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains.
    - If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:
        - The Native American Heritage Commission is unable to identify a descendent;
        - The descendant identified fails to make a recommendation; or
- The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures that are equal to or more effective than MM-CUL-3. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the

provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

ENERGY

EN-1: Potential to increase petroleum and nonrenewable fuel consumption in the regional transportation system.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

EN-2: Potential to increase residential energy consumption use.

MM-EN-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of increased residential energy consumption that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with CALGreen, local building codes, and other applicable laws and regulations governing residential building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including:
    - Use energy efficient materials in building design, construction, rehabilitation, and retrofit.
    - Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.

- Reduce lighting, heating, and cooling needs by taking advantage of light colored roofs, trees for shade, and sunlight.
- Incorporate passive environmental control systems that account for the characteristics of the natural environment.
- Use high-efficiency lighting and cooking devices.
- Incorporate passive solar design.
- Use high-reflectivity building materials and multiple glazing.
- Prohibit gas-powered landscape maintenance equipment.
- Install electric vehicle charging stations.
- Reduce wood burning stoves or fireplaces.
- Provide bike lanes accessibility and parking at residential developments.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar measures that are equal to or more effective than MM-EN-2. The Project would be designed and constructed to meet the City's Green Building Code standards, which include methods to reduce energy and water consumption, through incorporation of specific types of building materials and low-flow toilets, faucets, and showerheads, etc., all of which would contribute to a reduction in energy and water consumption.

EN-3: Potential to increase building energy consumption in anticipated development

See MM-EN-2(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-EN-2(b) above.

EN-4: Potential to increase water consumption and energy use related to water in anticipated development.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

GEOLOGY AND SOILS

GEO-1: Potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic related ground-failure, including liquefaction; (iv) landslides.

MM-GEO-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in the exposure of people and infrastructure to the effects of earthquakes, seismic related ground-failure, liquefaction, and seismically induced landslides, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with Section 4.7.2 of the Alquist-Priolo Earthquake Fault Zoning Act, conduct a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific site can and should be prepared by a licensed geologist. If an active fault is found and unfit for human occupancy over the fault, place a setback of 50 feet from the fault.
- Use site-specific fault identification investigations conducted by licensed geotechnical professionals in accordance with the requirements of the Alquist-Priolo Act, as well as any applicable Caltrans regulations that exceed or reasonably replace the requirements of the Act to either determine that the anticipated risk to people and property is at or below acceptable levels or site-specific measures have been incorporated into the project design, consistent with the CBC and UBC.
- Ensure that projects located within or across Alquist-Priolo Zones comply with design requirements provided in Special Publication 117, published by the California Geological Survey, as well as relevant local, regional, state, and federal design criteria for construction in seismic areas.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that projects are designed in accordance with county and city code requirements for seismic ground shaking.

With respect to design, consider seismicity of the site, soil response at the site, and dynamic characteristics of the structure, in compliance with the appropriate California Building Code and State of California design standards for construction in or near fault zones, as well as all standard design, grading, and construction practices in order to avoid or reduce geologic hazards.

- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert be required prior to preparation of project designs. These investigations shall identify areas of potential expansive soils and recommend remedial geotechnical measures to eliminate any problems. Recommended corrective measures, such as structural reinforcement and replacing soil with engineered fill, shall be implemented in project designs. Geotechnical investigations identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.
- Adhere to design standards described in the CBC and all standard geotechnical investigation, design, grading, and construction practices to avoid or reduce impacts from earthquakes, ground shaking, ground failure, and landslides.
- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, design projects to avoid geologic units or soils that are unstable, expansive soils and soils prone to lateral spreading, subsidence, liquefaction, or collapse wherever feasible.
- ***Applicability to the Project***

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-GEO-1. The Project would be required to comply with the existing building regulations associated with the City of Los Angeles Building Code, which incorporates the Uniform Building Code (UBC) and California Building Code (CBC).

As with any new development in the State of California, building design and construction are required to conform to the current seismic design provisions of the City's Building Code, which incorporates relevant provisions of the CBC. The CBC, as amended by the City's Building Code, incorporates the latest seismic design standards for structural loads and materials to provide for the latest in earthquake safety. Conformance with the CBC requirements would reduce the potential for structures on the Project Site to sustain damage during an earthquake event, and would ensure that the Project would not expose people or structures to substantial adverse effects associated with seismic ground shaking to any greater extent than other properties in the Southern California region.

GEO-2: Potential to result in substantial soil erosion or the loss of topsoil.

MM-GEO-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the potential for projects to result in substantial soil erosion or the loss of topsoil, that are in the jurisdiction and responsibility of public agencies, regulatory agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with County and City Public Works and Building and Safety Department Standards, the Uniform Building Code (UBC) and the California Building Code (CBC), and other applicable laws and regulations governing building standards, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.
- Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and conduct the following:
    - File a Notice of Intent (NOI) with the SWRCB.
    - Prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.
    - Submit to the RWQCB a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP should start with the commencement of construction and continue through the completion of the project.
    - After construction is completed, the project sponsor can and should submit a notice of termination to the SWRCB.
- Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the

occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.

- Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-GEO-2. the Applicant would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site. Also, the Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to any ground-disturbing activities and would be implemented during Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The Stormwater Pollution Prevention Plan (SWPPP) would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if ground-disturbing activities occur during a rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during ground-disturbing activities. Additionally, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Project would not cause or exacerbate soil erosion or loss of topsoil.

GEO-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

See MM-GEO-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-GEO-1(b) above.

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

See MM-GEO-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-GEO-1(b) above.

GEO-5: Potential to have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

GREENHOUSE GAS EMISSIONS

GHG-1: Potential to directly or indirectly result in an increase in GHG emissions compared to existing conditions (2015).

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

GHG-2: Potential to conflict with SB 375 GHG Emission Reduction Targets.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

GHG-3: Potential to conflict with AB 32 and or any applicable plan, policy or regulation adopted for the purpose of reducing emissions of GHGs.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

GHG Cumulative Impacts

MM-GHG-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases that are within the jurisdiction and authority of California Air Resources Board, local air districts, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases**,** the Lead Agency can and should consider mitigation measures to mitigate the significant effects of greenhouse gas impacts to ensure compliance with all applicable laws, regulations, governing CAPs, general plans, adopted policies and plans of local agencies, and standards set forth by responsible public agencies for the purpose of reducing emissions of greenhouse gases, as applicable and feasible. Consistent with Section 15126.4(c) of the State CEQA Guidelines, compliance can be achieved through adopting greenhouse gas mitigation measures that have been used for projects in the SCAG region as set forth below, or through comparable measures identified by Lead Agency:

- Measures in an adopted plan or mitigation program for the reduction of emissions that are required as part of the Lead Agency's decision.
- Reduction in emissions resulting from a project through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.
- Off-site measures to mitigate a project's emissions.

- Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:
    - Use energy and fuel efficient vehicles and equipment. Project proponents are encouraged to meet and exceed all EPA/NHTSA/CARB standards relating to fuel efficiency and emission reduction;
    - Use alternative (non-petroleum based) fuels;
    - Deployment of zero- and/or near zero emission technologies as defined by CARB;
    - Use lighting systems that are energy efficient, such as LED technology;
    - Use the minimum feasible amount of GHG-emitting construction materials that is feasible;
    - Use cement blended with the maximum feasible amount of fly ash or other materials that reduce GHG emissions from cement production;
    - Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste reduction, recycling, and reuse;
    - Incorporate passive solar and other design measures to reduce energy consumption and increase production and use of renewable energy;
    - Incorporate design measures like WaterSense fixtures and water capture to reduce water consumption;
    - Use lighter-colored pavement where feasible;
    - Recycle construction debris to maximum extent feasible;
    - Protect and plant shade trees in or near construction projects where feasible; and
    - Solicit bids that include concepts listed above.
- Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to, transit-active transportation coordinated strategies, increased bicycle carrying capacity on transit and rail vehicles.
- Incorporating bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; providing adequate bicycle parking and planning for and building local bicycle projects that connect with the regional network.

- Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations.
- Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs.
- Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles.
- Land use siting and design measures that reduce GHG emissions, including:
    - Developing on infill and brownfields sites;
    - Building high density and mixed use developments near transit;
    - Retaining on-site mature trees and vegetation, and planting new canopy trees;
    - Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and

      Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

Applicability to the Project

No mitigation applies. As discussed in detail in Section 5 (Sustainable Communities Environmental Impact Analysis), the Project's generation of GHG emissions would not be considered cumulatively considerable, as the Project would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. Thus, incorporation of this mitigation measure into the Project is not required.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1: Potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

MM-HAZ-1(b): Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the routine transport, use or disposal of hazardous materials that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant

effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Hazardous Waste Control Act, the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program, the Hazardous Waste Source Reduction and Management Review Act of 1989, the California Vehicle Code, and other applicable laws and regulations, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.
- Where the construction or operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.
- Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notification of the anticipated schedule of transport of such materials.
- Specify the need for interim storage and disposal of hazardous materials to be undertaken consistent with applicable federal, state, and local statutes and regulations in the plans and specifications of the transportation improvement project.
- Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:
    - The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
    - The location of such hazardous materials.
    - An emergency response plan including employee training information.
    - A plan that describes the manner in which these materials are handled, transported and disposed.
- Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance

activities, in conformance with applicable federal, state, and local statutes and regulations, in the Operations Manual for projects.

- Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.
- Avoid overtopping construction equipment fuel gas tanks.
- During routine maintenance of construction equipment, properly contain and remove grease and oils.
- Properly dispose of discarded containers of fuels and other chemicals.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-HAZ-1(b). The types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials necessary for construction of a residential development (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with Project would be required to comply with all applicable federal, state, and local regulations governing such activities. The Project Site includes six lots, of which four are developed primarily with residential buildings (refer to Table 2-1 in Section 2, Project Description). The Project includes demolition and removal of the existing uses from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking, similar to other multi-family residential developments already found in the Project Site area and region. The Project would use common types of cleaning products, paint, petroleum products, etc. and would not require the routine transport, use, or disposal of hazardous materials that would pose a significant hazard to the public or environment.

HAZ-2: Potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

See MM-HAZ-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-HAZ-1(b) above.

HAZ-3: Potential to be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

MM-HAZ-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to a project placed on a hazardous materials site, that are in the jurisdiction and responsibility of regulatory agencies, other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the provisions of the Government Code Section 65962.5, Occupational Safety and Health Code of 197; the Response Conservation, and Recovery Act; the Comprehensive Environmental Response, Compensation, and Liability Act; the Hazardous Materials Release and Clean-up Act, and the Uniform Building Code, and County and City building standards, and all applicable federal, state, and local laws and regulations governing hazardous waste sites, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.
- Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.
- Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.
- Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.
- Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.
- Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and

environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.

- Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.
- Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to: notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.
- Use best management practices (BMPs) regarding potential soil and groundwater hazards.
- Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.
- Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.
- Prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.
- Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

- If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.
- Where projects include the demolitions or modification of buildings constructed prior to 1968, complete an assessment for the potential presence or lack thereof of ACM, lead-based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.
- Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.
- Where a project site is determined to contain materials classified as hazardous waste by state or federal law are present, submit written confirmation to appropriate agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

Applicability to the Project

No mitigation applies. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[1] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, incorporation of this mitigation measure into the Project is not required.

HAZ-4: Potential 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

[1] *Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed March 2021.*

airport, would the project result in a safety hazard for people residing or working in the project area.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

HAZ-5: Potential for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

HAZ-6: Potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

See MM-TRA-5(b) below.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-TRA-5(b) below.

HAZ-7: Potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

MM-HAZ-8: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the potential exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands; that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with local general plans, specific plans, and regulations provided by County and City fire departments, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Adhere to fire code requirements, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system. Other fire-resistant measures would be applied to eaves, vents, windows, and doors to avoid any gaps that would allow intrusion by flame or embers.
- Adhere to the Multi-Jurisdictional Hazards Mitigation Plan, as well as local general plans, including policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, and public outreach.
- Encourage the use of fire-resistant vegetation native to Southern California and/or to the local microclimate (e.g., vegetation that has high moisture content, low growth habits, ignition-resistant foliage, or evergreen growth), eliminate brush and chaparral, and discourage the use of fire-promoting species especially non-native, invasive species (e.g., pampas grass, fennel, mustard, or the giant reed) in the immediate vicinity of development in areas with high fire threat.
- Encourage natural revegetation or seeding with local, native species after a fire and discourage reseeding of non-native, invasive species to promote healthy, natural ecosystem regrowth. Native vegetation is more likely to have deep root systems that prevent slope failure and erosion of burned areas than shallow-rooted non-natives.
- Submit a fire safety plan (including phasing) to the Lead Agency and local fire agency for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.
- Utilize Fire-wise Land Management by encouraging the use of fire-resistant vegetation and the elimination of brush and chaparral in the immediate vicinity of development in areas with high fire threat.
- Promote Fire Management Planning that would help reduce fire threats in the region as part of the Compass Blueprint process and other ongoing regional planning efforts.
- Encourage the use of fire-resistant materials when constructing projects in areas with high fire threat.

Applicability to the Project

No mitigation applies. Refer to the discussion of “Wildfire” under the of the applicability of the 2020-2045 RTP/SCS Program EIR Mitigation Measures.

HYDROLOGY AND WATER QUALITY

HYD-1: Potential to violate any water quality standards or waste discharge requirements.

MM-HYD-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts on water quality on related waste discharge requirements that are within the jurisdiction and authority of the Regional Water Quality Control Boards and other regulatory agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all applicable laws, regulations, and health and safety standards set forth by regulatory agencies responsible for regulating and enforcing water quality and waste discharge requirements in a manner that conforms to applicable water quality standards and/or waste discharge requirements, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.
- Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.
- Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.
- Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.
- Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.
- Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:
    - U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps should be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.
    - Regional Walter Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.

- California Department of Fish and Wildlife (CDFW): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFW.

- Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.
- Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.
- Provide structural storm water runoff treatment consistent with the applicable urban storm water runoff permit. Where Caltrans is the operator, the statewide permit applies.
- Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.
- Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.
- Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.
- Design projects to maintain volume of runoff, where any downstream receiving water body has not been designed and maintained to accommodate the increase in flow velocity, rate, and volume without impacting the water's beneficial uses. Pre-project flow velocities, rates, and volumes must not be exceeded. This applies not only to increases in storm water runoff from the project site, but also to hydrologic changes induced by flood plain encroachment. Projects should not cause or contribute to conditions that degrade the physical integrity or ecological function of any downstream receiving waters.
- Provide culverts and facilities that do not increase the flow velocity, rate, or volume and/or acquiring sufficient storm drain easements that accommodate an appropriately vegetated earthen drainage channel.
- Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or

structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.

- Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.
- If a project has the potential to create a major new stormwater discharge to a water body with an established Total Maximum Daily Load (TMDL), a quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters should be carried out.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-HYD-1. The Project would be required to comply with existing regulatory requirements pertaining to water quality standards and waste discharge requirements during construction and operation, as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) and the City. The Project would comply with LAMC Chapter IX, Division 70, which addresses erosion control during grading, excavations, and fills. Project construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit erosion. The Project would also be designed to comply with the City's Low Impact Development (LID) Ordinance. Prior to the issuance of grading permits, the Applicant would submit a LID Plan to the City's Bureau of Sanitation (LASAN) Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements and minimize soil erosion and sedimentation from entering the storm drains during the construction period. During operation the Project would be required to comply with the City's LID Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires replace or creates more than 500 square feet of impervious area. LID Plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the runoff volume produced by the 85th percentile storm event in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Stormwater and Urban Runoff Pollution Control Ordinance, including the implementation of BMPs, would ensure that operation of the

Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality. Consistent with the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 181,899 and No. 183,833), the Project would be required to adhere to City discharge requirements and would implement BMPs meant to reduce stormwater pollution during demolition, grading, and construction activities.

HYD-2: Potential to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).

MM-HYD-2: Consistent with the provisions of the Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts to groundwater resources that are within the jurisdiction and authority of the State Water Resources Control Board, Regional Water Quality Control Boards, Water Districts, and other groundwater management agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with applicable laws, regulations, and health and safety standards set forth by federal, state, regional, and local authorities that regulate groundwater management, consistent with the provisions of the Groundwater Management Act and implementing regulations, including recharge in a manner that conforms to federal, state, regional, and local standards for sustainable management of groundwater basins, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize to the greatest extent possible, new impervious surfaces, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible.
- Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.

- Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.

Applicability to the Project

No mitigation applies. The topography of the Project Site slopes up from Sunset Boulevard on the south and from Mohawk Street on the east, with elevations ranging from approximately 422 feet above sea level (asl) to approximately 460 feet asl. The subsurface conditions of the Project Site include undocumented fill and the Monterey Formation, which is sandstone. Based on the Preliminary Geotechnical Investigation Report (refer to Appendix F), borings taken at the site up to a depth of approximately 50 feet did not encounter any groundwater. The Project Site comprises six lots, four of which are developed primarily with residential buildings (refer to Table 2-1 in Section 2, Project Description). Given the current site conditions, during storm events, some storm water is absorbed into the ground at the Project Site, while the remainder flows to the City's existing storm drain system. Storm water that encounters the Project Site likely does not reach groundwater levels. The Project Site is located within the boundaries of the Central Basin; groundwater recharge in the Central Basin occurs in spreading grounds, which do not include the Project Site. Under post-Project conditions, all storm water would continue to be directed toward on-site BMP infrastructure and to the local storm drain system and would not have the ability to reach groundwater level at the Project Site. Additionally, all water consumption associated with the Project would be supplied by the Metropolitan Water District (MWD) and not from groundwater beneath the Project Site. As such, the Project would have no effect on groundwater supplies or recharge. Thus, incorporation of this mitigation measure into the Project is not required.

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

See MM-HYD-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-HYD-1(b) above.

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

See MM-HYD-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-HYD-1(b) above.

HYD-5: Potential to substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff.

See MM-HYD-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-HYD-1(b) above.

HYD-6: Potential to otherwise substantially degrade water quality

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

HYD-7: Potential to place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

HYD-8: Potential to place within a 100-year flood hazard area structures that would impede or redirect flood flows.

MM-HYD-8: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows in a 100-year flood hazard area that are within the jurisdiction and authority of the Flood Control District, County Public Works Departments, local agencies, regulatory agencies, and/or

Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with all federal, state, and local floodplain regulations, consistent with the provisions of the National Flood Insurance Program, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program.
- Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

Applicability to the Project

No mitigation applies. FEMA's Flood Insurance Rate Map shows the Project Site is not within a 100-year flood hazard area. Thus, incorporation of this mitigation measure into the Project is not required.

HYD-9: Potential to expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

See MM-HYD-8(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-HYD-8(b) above.

HYD-10: Potential for inundation by seiche, tsunami, or mudflow.

See MM-HYD-8(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-HYD-8(b) above.

LAND USE AND PLANNING

LU-1: Potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

MM-LU-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects regarding the potential to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project that are within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans within the SCAG region to avoid conflicts with zoning and ordinance codes, general plans, land use plan, policy, or regulation of an agency with jurisdiction over the project, as applicable and feasible. Such measures may include the following, and/or other comparable measures identified by the Lead Agency:

- Where an inconsistency with the adopted general plan is identified at the Project location, determine if the environmental, social, economic, and engineering benefits of the project warrant a variance from adopted zoning or an amendment to the general plan.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Impact Analysis), the Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, and no mitigation measures are required. Thus, incorporation of this mitigation measure into the Project is not required.

LU-2: Potential to physically divide an established community.

MM-LU-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to the physical division of an established community in a project area within the jurisdiction and responsibility of local jurisdictions and Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the goals and policies established within the applicable adopted county and city general plans

within the SCAG region to avoid the creation of barriers that physically divide such communities, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Consider alignments within or adjacent to existing public rights-of-way.
- Consider designs to include sections above- or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
- Wherever feasible incorporate direct crossings, overcrossings, or undercrossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).
- Consider realigning roadway or interchange improvements to avoid the affected area of residential communities or cohesive neighborhoods.
- Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:
    - Alignment shifts to minimize the area affected.
    - Reduction of the proposed right-of-way take to minimize the overall area of impact.
    - Provisions for bicycle, pedestrian, and vehicle access across improved roadways.
- Design new transportation facilities that consider access to existing community facilities. Identify and consider during the design phase of the project, community amenities and facilities in the design of the project.
- Design roadway improvements that minimize barriers to pedestrians and bicyclists. Determine during the design phase, pedestrian and bicycle routes that permit connections to nearby community facilities.

Applicability to the Project

No mitigation applies. The Project does not include the development of new roadway facilities and would not otherwise physically divide a community. Thus, incorporation of this mitigation measure into the Project is not required.

LU-3: Potential to conflict with any applicable habitat conservation plan or natural community conservation plan.

See MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-BIO-4(b), MM-BIO-5(b), and MM-BIO-6(b) above.

Applicability to the Project

No mitigation applies. The Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[2] Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, incorporation of this mitigation measure into the Project is not required.

MINERAL RESOURCES

MIN-1: Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state

MM-MIN-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan that are within the jurisdiction and responsibility of the California Department of Conservation, and/or Lead Agencies.

Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with SMARA, California Department of Conservation regulations, local general plans, specific plans, and other laws and regulation governing mineral or aggregate resources, as applicable and feasible. Such measures may include the following, other comparable measures identified by the Lead Agency:

- Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.
- Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures:
    - Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.
    - Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.

[2] *ZIMAS, City of Los Angeles, Parcel Profile Report, March 2021.*

- Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.
- Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the evaluation and selection of Project Sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.

Applicability to the Project

No mitigation applies. The Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[3] Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Thus, incorporation of this mitigation measure into the Project is not required.

MIN-2: Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan

See MM-MIN-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-MIN-1(b) above.

NOISE

NOISE-1: Result in 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.

MM-NOISE-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of noise impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure consistency with the Federal Noise Control Act, California Government Code Section 65302, the Governor's Office of Planning and Research Noise

[3] *ZIMAS, City of Los Angeles, Parcel Profile Report, March 2021.*

Element Guidelines, and the noise ordinances and general plan noise elements for the counties or cities where projects are undertaken, Federal Highway Administration and Caltrans guidance documents and other health and safety standards set forth by federal, state, and local authorities that regulate noise levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Install temporary noise barriers during construction.
- Include permanent noise barriers and sound-attenuating features as part of the project design.
- Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance Where construction activities are authorized outside the limits established by the noise element of the general plan or noise ordinance, notify affected sensitive noise receptors and all parties who will experience noise levels in excess of the allowable limits for the specified land use, of the level of exceedance and duration of exceedance; and provide a list of protective measures that can be undertaken by the individual, including temporary relocation or use of hearing protective devices.
- Limit speed and/or hours of operation of rail and transit systems during the selected periods of time to reduce duration and frequency of conflict with adopted limits on noise levels.
- Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off-hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.
- Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.
- Hold a preconstruction meeting with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.
- Designate an on-site construction complaint and enforcement manager for the project.
- Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

- Ensure that impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction are hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust can and should be used. External jackets on the tools themselves can and should be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures can and should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- Ensure that construction equipment does not idle for an extended time in the vicinity of noise-sensitive receptors.
- Locate fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) as far as possible from noise-sensitive receptors.
- Locate new roadway lanes, roadways, rail lines, transit-related passenger station and related facilities, park-and-ride lots, and other new noise-generating facilities away from sensitive receptors to the maximum extent feasible.
- Where feasible, eliminate noise-sensitive receptors by acquiring freeway and rail rights-of-way.
- Use noise barriers to protect sensitive receptors from excessive noise levels during construction.
- Construct sound-reducing barriers between noise sources and noise-sensitive receptors to minimize exposure to excessive noise during operation of transportation improvement projects, including but not limited to earth-berms or sound walls.
- Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.
- Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.
- Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Impact Analysis), without mitigation, the Project could result in a significant construction noise impact. As a result, the City has decided to incorporate the applicable portions of Mitigation Measure PMM NOISE-1 from the 2020-2045 RTP/SCS Program

EIR (discussed below under the subheading "Applicability of the 2020-2045 RTP/SCS Program EIR Mitigation Measures to the Project"). With implementation of this mitigation measure, the Project's construction noise impacts would be less than significant. The Project would not result in any significant operational noise impacts, and no additional mitigation measures are required.

NOISE-2: Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels

MM-NOISE-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects of vibration impacts that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the Federal Transportation Authority and Caltrans guidance documents, county or city transportation commission, noise and vibration ordinances and general plan noise elements for the counties and cities where projects are undertaken and other health and safety regulations set forth by federal state, and local authorities that regulate vibration levels, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.
- For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.
- For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.
- For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as the use of more than one pile driver to shorten the total pile driving duration.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Impact Analysis), the Project would not result in any significant impacts related to groundborne vibration, and no mitigation measures are required. Thus, incorporation of this mitigation measure into the Project is not required.

NOISE-3: Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

See MM-NOISE-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-NOISE-1(b) above.

NOISE-4: Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

See MM-NOISE-1(b) above

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-NOISE-1(b) above.

NOISE-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

NOISE-6: For a project within the vicinity of a private airstrip, result in the exposure of people residing or working in the project area to excessive noise levels.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

POPULATION AND HOUSING

PHE-1: Potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

See MM-LU-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of applicability of MM-LU-1(b) above.

PHE-2: Potential to displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere.

MM-PHE-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects related to displacement that are within the jurisdiction and responsibility of Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to minimize the displacement of existing housing and people and to ensure compliance with local jurisdiction's housing elements of their general plans, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.
- Prioritize the use existing ROWs, wherever feasible.
- Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Applicability to the Project

No mitigation applies. Noise habitable housing is located on the Project Site, and no habitable housing would be displaced as a result of the Project. Thus, incorporation of this mitigation measure into the Project is not required.

PHE-3: Potential to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

See MM-PHE-2 above.

Applicability to the Project

No mitigation applies. Refer to the discussion of applicability of MM-PHE-2 above.

PUBLIC SERVICES

PS-1: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection and emergency response services.

MM-PS-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable response times for fire protection and emergency response services that are within the jurisdiction and responsibility of fire departments, law enforcement agencies, and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the performance objectives established in the adopted county and city general plans, to provide sufficient structures and buildings to accommodate fire and emergency response, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking into account project and site-specific considerations as applicable and feasible:

- Where the project has the potential to generate the need for expanded emergency response services which exceed the capacity of existing facilities, provide for the construction of new facilities directly as an element of the project or through dedicated fair share contributions toward infrastructure improvements.
- During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities,

through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

Applicability to the Project

No mitigation applies. The City has determined that existing regulations would apply to the Project that are equal to or more effective than MM-PS-1. The Project would be subject to compliance with fire protection design standards, as necessary, per the California Building Code, California Fire Code, LAMC, and the Los Angeles Fire Department (LAFD), to ensure adequate fire protection. In addition, the City requires that plans for building construction, fire flow requirements, fire protection devices (e.g. sprinklers and alarms), fire hydrants and spacing, and fire access (including ingress/egress), turning radii, driveway width, and grading would be prepared for review and approval by the LAFD. The Project is not expected to result in a substantial increase in demand for additional fire protection services that would exceed the capability of the LAFD, such that it would require the construction of a new fire station. Further, even if a new fire station, or the expansion of an existing station, was determined to be warranted by LAFD, the Project area is highly developed, and the site of a new fire station or expansion of an existing station would likely be on an infill lot that would likely be less than one acre in size.

PS-2: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for public protective security services.

MM-PS-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities in order to maintain acceptable service ratios for police protection services that are within the jurisdiction and responsibility of law enforcement agencies and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with the Community Facilities Act of 1982, the goals and policies established within the applicable adopted county and city general plans and the standards established in the safety elements of county and city general plans to maintain police response performance objectives, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible, including:

- Coordinate with public security agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times, or other performance objectives for public protective security services and that any required additional construction of buildings is incorporated into the project description.
- Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements and/or personnel.
- During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

Applicability to the Project

No mitigation applies. The City has determined that existing regulations would apply to the Project that are equal to or more effective than MM-PS-1. In accordance with existing City regulations, the Project would implement appropriate temporary security features during construction (such as installing chain link fencing and security lighting around the Project Site). Further, during operation, the Project would provide perimeter lighting to provide increased visibility and security, parking access control, and residential units access control. These measures would provide defensible spaces designed to reduce opportunity crime and ensure safety and security. Therefore, the Project is not anticipated to generate a demand for additional police protection services that could exceed LAPD's capability to serve the Project Site. As such, the Project would not require the addition of a new police facility or the expansion, consolidation, or relocation of an existing police station to maintain service ratios.

PS-3: Potential to cause substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools services.

MM-PS-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects from the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives that are within

the jurisdiction and responsibility of school districts and local jurisdictions. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures consistent with Community Facilities Act of 1982, the California Education Code, and the goals and policies established within the applicable adopted county and city general plans to ensure that the appropriate school district fees are paid in accordance with state law, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency, taking in to account project and site-specific considerations as applicable and feasible:

- Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.
- During project-level review of government facilities projects, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM PSS-1. The Project Applicant would be required to pay developer fees to the Los Angeles School District (LAUSD) as required by law and which considered full and complete mitigation, pursuant to Senate Bill (SB) 50 and California Government Code Section 65995.

RECREATION

REC-1: Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated

MM-REC-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on the integrity of recreation facilities, particularly neighborhood parks in the vicinity of HQTAs and other applicable development projects, that are within the jurisdiction and responsibility of other public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead

Agency can and should consider mitigation measures capable of avoiding or reducing significant impacts on the use of existing neighborhood and regional parks or other recreational facilities to ensure compliance with county and city general plans and the Quimby Act, as applicable and feasible. Such measures may include the following, or other comparable measures identified by the Lead Agency:

- Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the Project area, in coordination with local and regional open space planning and/or responsible management agencies.
- Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:
  - Increasing the accessibility to natural areas for outdoor recreation.
  - Promoting infill development and redevelopment to revitalize existing communities.
  - Utilizing “green” development techniques.
  - Promoting water-efficient land use and development.
  - Encouraging multiple uses.
  - Including trail systems and trail segments in General Plan recreation standards.
- Prior to the issuance of permits, where construction and operation of projects would require the acquisition or development of protected open space or recreation lands, demonstrate that existing neighborhood parks can be expanded or new neighborhood parks developed such that there is no net decrease in acres of neighborhood park area available per capita in the HQTA.
- Where construction or expansion of recreational facilities is included in the project or required to meet public park service ratios, require implementation of Mitigation Measures **MM-AES-1(b), MM-AES-3(b), MM-AES-4(b), MM-AF-1(b), MM-AF-2(b), MM-BIO-1(b), MM-BIO-2(b), MM-BIO-3(b), MM-CUL-1(b), MM-CUL-2(b), MM-CUL-3(b), MM-CUL-4(b), MM-GEO-1(b), MM-GEO-1(b), MM-HYD-1(b), MM-USS-3(b), MM-USS-4(b),** and **MM-USS-6(b)** to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities, through the imposition of conditions required to be followed to avoid or reduce impacts associated with air quality, noise, traffic, biological resources, greenhouse gas emissions, hydrology and water quality, and others that apply to specific construction or expansion of new or expanded public service facilities.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM REC-1. Specifically, any demand for City recreational facilities by Project residents would be minimized through compliance with LAMC Section 12.21 (G), pursuant to which the Project would include on-site open space, which would reduce demand placed on local parks and recreational facilities by Project residents. Additionally, the Project Applicant would be required to pay an in-lieu fee to the City for the purpose of developing park and recreational facilities, in accordance with Ordinance 184,505 (Parks Dedication and Fee Update). Therefore, the Project would not require the addition of a new park or require the alteration or addition to an existing park or open space facility, and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

REC-2: Potential to include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment

See MM-REC-1(b) above.

Applicability to the Project

No mitigation applies. Refer to the discussion of the applicability of MM-REC-1(b) above.

TRANSPORTATION/TRAFFIC

TRA-1: Potential to conflict with the established measures of effectiveness for the performance of the circulation system, by increasing the daily VMT, taking into account all modes of transportation including mass transit and nonmotorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit

MM-TRA-1: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the potential for conflicts with the established measures of effectiveness for the performance of the circulation system that are within the jurisdiction and responsibility of Lead Agencies. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the

adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation.
- Create a ride-sharing program by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Provide a vanpool for employees.
- Fund capital improvement projects to accommodate future traffic demand in the area.
- Provide a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use, including:
    - Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
    - Construction of bike lanes per the prevailing Bicycle Master Plan (or another similar document)
    - Signage and striping onsite to encourage bike safety
    - Installation of pedestrian safety elements (such as cross walk striping, curb ramps, countdown signals, bulb outs, etc.) to encourage convenient crossing at arterials
    - Installation of amenities such as lighting, street trees, trash and any applicable streetscape plan.
    - Direct transit sales or subsidized transit passes
    - Guaranteed ride home program
    - Pre-tax commuter benefits (checks)
    - On-site car-sharing program (such as City Car Share, Zip Car, etc.)
    - On-site carpooling program
    - Distribution of information concerning alternative transportation options
    - Parking spaces sold/leased separately

    - Parking management strategies; including attendant/valet parking and shared parking spaces.

- Promote ride sharing programs e.g., by designating a certain percentage of parking spaces for high-occupancy vehicles, providing larger parking spaces to accommodate vans used for ride-sharing, and designating adequate passenger loading and unloading and waiting areas.
- Encourage bicycling to transit facilities by providing additional bicycle parking, locker facilities, and bike lane access to transit facilities when feasible.
- Encourage the use of public transit systems by enhancing safety and cleanliness on vehicles and in and around stations, providing shuttle service to public transit, offering public transit incentives and providing public education and publicity about public transportation services.
- Encourage bicycling and walking by incorporating bicycle lanes into street systems in regional transportation plans, new subdivisions, and large developments, creating bicycle lanes and walking paths directed to the location of schools and other logical points of destination and provide adequate bicycle parking, and encouraging commercial projects to include facilities on-site to encourage employees to bicycle or walk to work.
- Build or fund a major transit stop within or near transit development upon consultation with applicable CTCs.
- Work with the school districts to improve pedestrian and bike access to schools and to restore or expand school bus service using lower-emitting vehicles.
- Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.
- Educate consumers, residents, tenants and the public about options for reducing motor vehicle-related greenhouse gas emissions. Include information on trip reduction; trip linking; vehicle performance and efficiency (e.g., keeping tires inflated); and low or zero-emission vehicles.
- Purchase, or create incentives for purchasing, low or zero-emission vehicles.
- Create local “light vehicle” networks, such as neighborhood electric vehicle systems.
- Enforce and follow limits idling time for commercial vehicles, including delivery and construction vehicles.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.
- Reduce VMT-related emissions by encouraging the use of public transit through adoption of new development standards that would require improvements to the

transit system and infrastructure, increase safety and accessibility, and provide other incentives.

- Project Selection:
    - Give priority to transportation projects that would contribute to a reduction in vehicle miles traveled per capita, while maintaining economic vitality and sustainability.
    - Separate sidewalks whenever possible, on both sides of all new street improvement projects, except where there are severe topographic or natural resource constraints.
    - Public Involvement:
    - Carry out a comprehensive public involvement and input process that provides information about transportation issues, projects, and processes to community members and other stakeholders, especially to those traditionally underserved by transportation services.
    - Transit and Multimodal Impact Fees:
    - Assess transit and multimodal impact fees for new developments to fund public transportation infrastructure, bicycle infrastructure, pedestrian infrastructure and other multimodal accommodations.
    - Implement traffic and roadway management strategies to improve mobility and efficiency, and reduce associated emissions.
- System Monitoring:
    - Monitor traffic and congestion to determine when and where new transportation facilities are needed in order to increase access and efficiency.
- Arterial Traffic Management:
    - Modify arterial roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary.
- Signal Synchronization:
    - Expand signal timing programs where emissions reduction benefits can be demonstrated, including maintenance of the synchronization system, and will coordinate with adjoining jurisdictions as needed to optimize transit operation while maintaining a free flow of traffic.
- HOV Lanes:

    - Encourage the construction of high-occupancy vehicle (HOV) lanes or similar mechanisms whenever necessary to relieve congestion and reduce emissions.

- Delivery Schedules:
    - Establish ordinances or land use permit conditions limiting the hours when deliveries can be made to off-peak hours in high traffic areas.
    - Implement and supporting trip reduction programs.
    - Support bicycle use as a mode of transportation by enhancing infrastructure to accommodate bicycles and riders, and providing incentives.
- Establish standards for new development and redevelopment projects to support bicycle use, including amending the Development Code to include standards for safe pedestrian and bicyclist accommodations, and require new development and redevelopment projects to include bicycle facilities.
- Bicycle and Pedestrian Trails:
    - Establish a network of multi-use trails to facilitate safe and direct off-street bicycle and pedestrian travel, and will provide bike racks along these trails at secure, lighted locations.
- Bicycle Safety Program:
    - Develop and implement a bicycle safety educational program to teach drivers and riders the laws, riding protocols, routes, safety tips, and emergency maneuvers.
- Bicycle and Pedestrian Project Funding: Pursue and provide enhanced funding for bicycle and pedestrian facilities and access projects.
- Bicycle Parking:
    - Adopt bicycle parking standards that ensure bicycle parking sufficient to accommodate 5 to 10 percent of projected use at all public and commercial facilities, and at a rate of at least one per residential unit in multiple-family developments (suggestion: check language with League of American Bicyclists).
- Adopt a comprehensive parking policy to discourage private vehicle use and encourage the use of alternative transportation by incorporating the following:
    - Reduce the available parking spaces for private vehicles while increasing parking spaces for shared vehicles, bicycles, and other alternative modes of transportation;
    - Eliminate or reduce minimum parking requirements for new buildings;

- “Unbundle” parking (require that parking is paid for separately and is not included in the base rent for residential and commercial space);
- Use parking pricing to discourage private vehicle use, especially at peak times;
- Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities;
- Establish performance pricing of street parking, so that it is expensive enough to promote frequent turnover and keep 15 percent of spaces empty at all times;
- Encourage shared parking programs in mixed-use and transit-oriented development areas.

- Establish policies and programs to reduce onsite parking demand and promote ride-sharing and public transit at large events, including:
  - Promote the use of peripheral parking by increasing on-site parking rates and offering reduced rates for peripheral parking;
  - Encourage special event center operators to advertise and offer discounted transit passes with event tickets;
  - Encourage special event center operators to advertise and offer discount parking incentives to carpooling patrons, with four or more persons per vehicle for on-site parking
  - Promote the use of bicycles by providing space for the operation of valet bicycle parking service.
- Parking “Cash-out” Program:
  - Require new office developments with more than 50 employees to offer a Parking “Cash-out” Program to discourage private vehicle use.
- Pedestrian and Bicycle Promotion:
  - Work with local community groups and downtown business associations to organize and publicize walking tours and bicycle events, and to encourage pedestrian and bicycle modes of transportation.
- Fleet Replacement:
  - Establish a replacement policy and schedule to replace fleet vehicles and equipment with the most fuel efficient vehicles practical, including gasoline hybrid and alternative fuel or electric models.

Applicability to the Project

No mitigation applies. A Vehicle Miles Traveled (VMT) analysis was conducted for the Project as part of the *Transportation Assessment*, prepared by Linscott, Law & Greenspan, dated September 2020 (refer to Appendix J). The Project's VMT impacts were assessed, based on LADOT's VMT Calculator tool. The Project Site is located in the East Los Angeles Area Planning Commission (APC) area, which has an average household VMT of 7.2 per capita. As discussed in the *Transportation Assessment Report*, the Project would have a daily household VMT of 5.8 per capita. Thus, the Project's VMT would fall below LADOT's threshold for the Central APC. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

TRA-2: Potential to conflict with an applicable congestion management program, including, but not limited to, VMT and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways.

MM-TRA-2: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding conflict with an applicable congestion management program that are within the jurisdictions of the lead agencies, including, but not limited to, VMT, VHD and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. This measure need only be considered where it is found by the Lead Agency to be appropriate and consistent with local transportation priorities. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with the adopted Congestion Management Plan, and other adopted local plans and policies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures such as those set forth below, or through other relevant and feasible comparable measures identified by the Lead Agency. Not all measures and/or options within each measure may apply to all jurisdictions:

- Encourage a comprehensive parking policy that prioritizes system management, increase rideshare, and telecommute opportunities, including investment in non-motorized transportation and discouragement against private vehicle use, and encouragement to maximize the use of alternative transportation:
    - Advocate for a regional, market-based system to price or charge for auto trips during peak hours.
    - Ensure that new developments incorporate both local and regional transit measures into the project design that promote the use of alternative modes of transportation.

- Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where traffic signals or streetlights are installed, require the use of Light Emitting Diode (LED) technology or similar technology.
- Encourage the use of car-sharing programs. Accommodations for such programs include providing parking spaces for the car-share vehicles at convenient locations accessible by public transportation.
- Reduce VHDs, especially daily heavy-duty truck vehicle hours of delay, through goods movement capacity enhancements, system management, increasing rideshare and work-at-home opportunities to reduce demand on the transportation system, investments in non-motorized transportation, maximizing the benefits of the land use-transportation connection and key transportation investments targeted to reduce heavy-duty truck delay.

- Determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. Develop a construction management plan that include the following items and requirements, if determined feasible and applicable by the Lead Agency:
  - A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
  - Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
  - Location of construction staging areas for materials, equipment, and vehicles at an approved location.
  - A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. The Lead Agency shall be informed who the Manager is prior to the issuance of the first permit.
  - Provision for accommodation of pedestrian flow.
  - As necessary, provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on street spaces.
  - Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the project sponsor's expense.,

within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, r Repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the Lead Agency (or other appropriate government agency) and/or photo documentation, at the sponsor's expense, before the issuance of a Certificate of Occupancy.

  - Any heavy equipment brought to the construction site shall be transported by truck, where feasible.
  - No materials or equipment shall be stored on the traveled roadway at any time.
  - Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.
  - All equipment shall be equipped with mufflers.
  - Prior to the end of each work-day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.
  - Promote “least polluting” ways to connect people and goods to their destinations.

- Create an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling and walking, by incorporating the following, if determined feasible and applicable by the Lead Agency:
  - Ensure transportation centers are multi-modal to allow transportation modes to intersect.
  - Provide adequate and affordable public transportation choices, including expanded bus routes and service, as well as other transit choices such as shuttles, light rail, and rail.
  - To the extent feasible, extend service and hours of operation to underserved arterials and population centers or destinations such as colleges.
  - Focus transit resources on high-volume corridors and high-boarding destinations such as colleges, employment centers and regional destinations.
  - Coordinate schedules and routes across service lines with neighboring transit authorities.

- Support programs to provide “station cars” for short trips to and from transit nodes (e.g., neighborhood electric vehicles).
- Study the feasibility of providing free transit to areas with residential densities of 15 dwelling units per acre or more, including options such as removing service from less dense, underutilized areas to do so.
- Employ transit-preferential measures, such as signal priority and bypass lanes. Where compatible with adjacent land use designations, right-of-way acquisition or parking removal may occur to accommodate transit-preferential measures or improve access to transit. The use of access management shall be considered where needed to reduce conflicts between transit vehicles and other vehicles.
- Provide safe and convenient access for pedestrians and bicyclists to, across, and along major transit priority streets.
- Use park-and-ride facilities to access transit stations only at ends of regional transit ways or where adequate feeder bus service is not feasible.

- Upgrade and maintain transit system infrastructure to enhance public use, if determined feasible and applicable by the Lead Agency, including:
  - Ensure transit stops and bus lanes are safe, convenient, clean and efficient.
  - Ensure transit stops have clearly marked street-level designation, and are accessible.
  - Ensure transit stops are safe, sheltered, benches are clean, and lighting is adequate.
  - Place transit stations along transit corridors within mixed-use or transit-oriented development areas at intervals of three to four blocks, or no less than one-half mile.
- Enhance customer service and system ease-of-use, if determined feasible and applicable by the Lead Agency, including:
  - Develop a Regional Pass system to reduce the number of different passes and tickets required of system users.
  - Implement “Smart Bus” technology, using GPS and electronic displays at transit stops to provide customers with “real-time” arrival and departure time information (and to allow the system operator to respond more quickly and effectively to disruptions in service).
  - Investigate the feasibility of an on-line trip-planning program.

- Prioritize transportation funding to support a shift from private passenger vehicles to transit and other modes of transportation, if determined feasible and applicable by the Lead Agency, including:
    - Give funding preference to improvements in public transit over other new infrastructure for private automobile traffic.
    - Before funding transportation improvements that increase roadway capacity and VMT, evaluate the feasibility and effectiveness of funding projects that support alternative modes of transportation and reduce VMT, including transit, and bicycle and pedestrian access.
- Promote ride sharing programs, if determined feasible and applicable by the Lead Agency, including:
    - Designate a certain percentage of parking spaces for ride-sharing vehicles.
    - Designate adequate passenger loading, unloading, and waiting areas for ride-sharing vehicles.
    - Provide a web site or message board for coordinating shared rides.
    - Encourage private, for-profit community car-sharing, including parking spaces for car share vehicles at convenient locations accessible by public transit.
    - Hire or designate a rideshare coordinator to develop and implement ridesharing programs.
- Support voluntary, employer-based trip reduction programs, if determined feasible and applicable by the Lead Agency, including:
    - Provide assistance to regional and local ridesharing organizations.
    - Advocate for legislation to maintain and expand incentives for employer ridesharing programs.
    - Require the development of Transportation Management Associations for large employers and commercial/ industrial complexes.
    - Provide public recognition of effective programs through awards, top ten lists, and other mechanisms.
- Implement a “guaranteed ride home” program for those who commute by public transit, ride-sharing, or other modes of transportation, and encourage employers to subscribe to or support the program.
- Encourage and utilize shuttles to serve neighborhoods, employment centers and major destinations.

- Create a free or low-cost local area shuttle system that includes a fixed route to popular tourist destinations or shopping and business centers.
- Work with existing shuttle service providers to coordinate their services.
- Facilitate employment opportunities that minimize the need for private vehicle trips, including:
    - Amend zoning ordinances and the Development Code to include live/work sites and satellite work centers in appropriate locations.
    - Encourage telecommuting options with new and existing employers, through project review and incentives, as appropriate.
- Enforce state idling laws for commercial vehicles, including delivery and construction vehicles.
- Organize events and workshops to promote GHG-reducing activities.
- Implement a Parking Management Program to discourage private vehicle use, including:
    - Encouraging carpools and vanpools with preferential parking and a reduced parking fee.
    - Institute a parking cash-out program.
    - Renegotiate employee contracts, where possible, to eliminate parking subsidies.
    - Install on-street parking meters with fee structures designed to discourage private vehicle use.
    - Establish a parking fee for all single-occupant vehicles.
- Work with school districts to improve pedestrian and bicycle to schools and restore school bus service
- Encourage the use of bicycles to transit facilities by providing bicycle parking lockers facilities and bike land access to transit facilities.
- Monitor traffic congestion to determine where and when new transportation facilities are needed to increase access and efficiency.
- Develop and implement a bicycle and pedestrian safety educational program to teach drivers and riders the laws, riding protocols, safety tips, and emergency maneuvers.
- Synchronize traffic signals to reduce congestion and air quality.
- Work with community groups and business associations to organize and publicize walking tours and bicycle evens.

- Support legislative efforts to increase funding for local street repair.

Applicability to the Project

No mitigation applies. As of August 28, 2019, the provisions of the CMP no longer apply to any of the jurisdictions in Los Angeles County, including the City. Thus, incorporation of this mitigation measure into the Project is not required.

TRA-3: Potential to result in a significant change in air traffic patterns, including either an increase in air traffic levels or a change in location that results in substantial safety risks.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

TRA-4: Potential to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections), increased volumes or incompatible uses (e.g., farm equipment).

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

TRA-5: Potential to result in inadequate emergency access.

MM-TRA-5: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing impacts to emergency access that are in the jurisdiction and responsibility of fire departments, local enforcement agencies, and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider improving emergency access and ensuring compliance with the provisions of the county and city general plan, Emergency Evacuation Plan, and other regional and local plans establishing access during emergencies, as applicable and feasible. Compliance can be achieved through adopting transportation mitigation measures as set forth below, or through other comparable measures identified by the Lead Agency:

- Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:
    - Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.
    - Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.
    - Scheduling of truck trips outside of peak morning and evening commute hours.
    - Limiting of lane closures during peak hours to the extent possible.
    - Usage of haul routes minimizing truck traffic on local roadways to the extent possible.
    - Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.
    - Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.
    - Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.
    - Storage of construction materials only in designated areas.
- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary. Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs

necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.

- Enhance emergency preparedness awareness among public agencies and with the public at large.
- Provision for collaboration in planning, communication, and information sharing before, during, or after a regional emergency through the following:
    - Incorporate strategies and actions pertaining to response and prevention of security incidents and events as part of the on-going regional planning activities.
    - Provide a regional repository of GIS data for use by local agencies in emergency planning, and response, in a standardized format.
    - Enter into mutual aid agreements with other local jurisdictions, in coordination with the California OES, in the event that an event disrupts the jurisdiction's ability to function.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than MM-TRA-5. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. Also, prior to issuance of a building permit, the Project Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access.

TRA-6: Potential to result in conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

UTILITIES AND SERVICE SYSTEMS

USS-1: Potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

USS-2: Potential to require or result in construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

USS-3: Require or result in construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects

MM-USS-3: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on utilities and service systems, particularly for construction of storm water drainage facilities including new transportation and land use projects that are within the responsibility of local jurisdictions including the Riverside, San Bernardino, Los Angeles, Ventura, and Orange Counties Flood Control District, and County of Imperial. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures, as applicable and feasible. These mitigation measures are within the responsibility of the Lead Agencies and Regional Water Quality Control Boards of (Regions 4, 6, 8, and 9) pursuant to the provisions of the National Flood Insurance Act, stormwater permitting requirements for stormwater discharges for new constructions, the flood control act, and Urban Waste Management Plan.

Such mitigation measures, or other comparable measures, capable of avoiding or reducing significant impacts on the use of existing storm water drainage facilities and can and should be adopted where Lead Agencies identify significant impacts on new storm water drainage facilities.

Applicability to the Project

No mitigation required. The Project Site comprises six lots, four of which are developed primarily with residential buildings (refer to Table 2-1 in Section 2, Project Description). Given the current site conditions, during storm events, some storm water is absorbed into the ground at the Project Site, while the remainder flows to the City's existing storm drain system. The Project includes demolition and removal of all existing structures from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking, all of which would increase the amount of impervious surface at the Project Site and would increase the amount of runoff from the Project Site. The City uses the Los Angeles County Department of Public Works Hydrology Manual for designing and hydrology and drainage infrastructure. The Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm even and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The Project would be required by the City to control stormwater runoff from the Project Site to meet these requirements. Runoff would follow new discharge paths and drain to on-site storm drain infrastructure, including catch basins, planter drains, building roof drain downspouts, etc., throughout the Project Site. The rate and amount of stormwater runoff would be controlled through this on-site BMP infrastructure and could be accommodated by the City's existing storm drain system.

USS-4: Have sufficient water supplies available to serve the project from existing entitlements and resources or will require new or expanded entitlements.

MM-USS-4: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects on water supplies from existing entitlements requiring new or expanded services in the vicinity of HQTAs that are in the jurisdiction and responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance with EO B-29-15, provisions of the Porter –Cologne Water Quality Control Act, California Domestic Water Supply Permit requirements, and applicable County, City or other Local provisions. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially

in median landscaping and hillside landscaping can and should be implemented where feasible.

- Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.
- Ensure that projects requiring continual dewatering facilities implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes, to the greatest extent possible, adverse impacts on groundwater for the life of the project. Comply with appropriate building codes and standard practices including the Uniform Building Code.
- Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimized new impervious surfaces to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- Avoid designs that require continual dewatering where feasible. Where feasible, do not site transportation facilities in groundwater recharge areas, to prevent conversion of those areas to impervious surface.

Applicability to the Project

No mitigation applies. During the Project's operational phase, the Project would consume approximately 25,794 gallons of water per day (or 0.02 mgd). According to LADWP's 2015 Urban Water Management Plan (2015 UWMP), the most recent plan available, LADWP has sufficient supply to meet a total water demand of 675,700 acre-feet per year (afy) by the year 2040. LADWP has programs to reduce the demand to 565,600 afy by 2040, a difference of 110,100 afy. As such, LADWP can provide the needed water from its existing system pursuant of the provisions in 2015 UWMP. Therefore, LADWP would not require added water supply to meet the demand from the Project. Thus, incorporation of this mitigation measure into the Project is not required.

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

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

USS-6: Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

MM-USS-6: Consistent with the provisions of Section 15091 of the State CEQA Guidelines, SCAG has identified mitigation measures capable of avoiding or reducing the significant effects to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled and waste reduction goal by 50 percent that are within the responsibility of public agencies and/or Lead Agencies. Where the Lead Agency has identified that a project that has the potential for significant effects, the Lead Agency can and should consider mitigation measures to ensure compliance pursuant to the provisions of the Solid Waste Diversion Goals and Integrated Waste Management Plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Integrate green building measures consistent with CALGreen (California Building Code Title 24) into project design including, but not limited to the following:
    - Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.
    - Inclusion of a waste management plan that promotes maximum C&D diversion.
    - Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).
    - Reuse of existing structure and shell in renovation projects.
    - Design for deconstruction without compromising safety.
    - Design for flexibility through the use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable building components.
    - Development of indoor recycling program and space.
    - Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.
    - Locally generated waste should be disposed of regionally, considering distance to disposal site. Encourage disposal near where the waste

originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and 2016 RTP/SCS policies can and should be required.

- Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 50 percent waste diversion target.
- Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.
- Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.
- Develop alternative waste management strategies such as composting, recycling, and conversion technologies.
- Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.
- Require the reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Integrate reuse and recycling into residential industrial, institutional and commercial projects.
- Provide recycling opportunities for residents, the public, and tenant businesses.
- Provide education and publicity about reducing waste and available recycling services.
- Continue to adopt programs to comply with state solid waste diversion rate mandates and, where possible, encourage further recycling to exceed these rates.
- Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Applicability to the Project

No mitigation applies. The City has determined that this mitigation measure does not need to be incorporated into the Project, because the Project would be required to comply with similar regulations that are equal to or more effective than PMM USSW-2. Specifically, at the State level, the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939) seeks to improve solid waste disposal management with respect to (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. AB 939 mandates jurisdictions to meet a diversion goal of 25 percent by 1995 and 50 percent by 2000. Pursuant to AB 939, each County is required to prepare and administer a Countywide Integrated Waste Management Plan (CoIWMP), pursuant to which landfill disposal needs and capacity are continually evaluated as part of the preparation of the CoIWMP Annual Report that examines future landfill disposal needs over the next 15-year planning horizon. The most recent CoIWMP (the 2019 Annual Report for Los Angeles County) states that no solid waste disposal capacity shortfall is anticipated within the next 15 years under current conditions.[4]

The City's Solid Waste Management Policy Plan (CiSWMPP) is a long-range policy plan adopted in 1993 to provide direction for the solid waste management. The objective of the CiSWMPP is to promote source reduction or recycling for a minimum of 50 percent of the City's waste by 2000, or as soon as possible thereafter, and 70 percent of the waste by 2020.

The Plan's goal has also been surpassed by the City, which achieved a diversion rate of 76.4 percent in 2012.[5] The City also adopted the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) in 2006, which has the primary objective of achieving a zero waste goal through reducing, reusing, recycling, or converting the resources currently going to disposal. The Project would be required to reduce the total estimated waste output through established City recycling programs, and would also be subject to the City's Recycling Space Allocation Ordinance (Ordinance No. 171,687), which establishes requirements for the inclusion of recycling areas or rooms within development projects.

In addition, in compliance with existing City standards and regulations, the Project would be required to recycle construction and demolition (C&D) waste to the maximum extent possible pursuant to Ordinance No. 181,519 (Citywide Construction and Demolition Waste Recycling Ordinance) that requires all mixed C&D waste generated within City limits to be taken to City-certified C&D waste processors. Compliance with these regulations would ensure that construction waste is recycled and disposed of properly. Overall, compliance with existing regulations would ensure that the Project's waste

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4 *County of Los Angeles Department of Public Works, CoIWMP 2019 Annual Report, December 2019, page 37.*

5 *LASAN, Recycling, 2021, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-r?_adf.ctrl-state=auguwdldg_5&_afrLoop=10870014375826670#!., accessed March 2021.*

disposal needs are reduced and can be sufficiently met by local landfills, thereby achieving consistency with this mitigation measure.

Project construction waste would be hauled by permitted haulers and taken only to City-certified construction and demolition (C&D) processing facilities that are monitored for compliance with existing regulations. Project-generated C&D waste would represent a very small portion of the waste disposal capacity in the region. In addition, waste generated by the Project would be subject to State and local recycling and waste diversion strategies and policies including the City's Zero Waste Plan goal of achieving a 90 percent solid waste diversion rate by 2025.

USS-7: Potential to comply with federal, state, and local statutes and regulations related to solid waste.

No mitigation required.

Applicability to the Project

No mitigation applies. No mitigation measures were identified for this issue, and no mitigation measures apply to the Project.

Applicability of 2020-2045 RTP/SCS Program EIR Mitigation Measures to the Project

AESTHETICS

Impact AES-1 Potential to have a substantial adverse effect on a scenic vista.

PMM AES-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts to scenic vistas, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Use a palette of colors, textures, building materials that are graffiti-resistant, and/or plant materials that complement the surrounding landscape and development.

b) Use contour grading to better match surrounding terrain. Contour edges of major cut-and-fill to provide a more natural looking finished profile.

c) Design new corridor landscaping to respect existing natural and man-made features and to complement the dominant landscaping of the surrounding areas.

d) Replace and renew landscaping along corridors with road widenings, interchange projects, and related improvements.

e) Retain or replace trees bordering highways, so that clear-cutting is not evident.

f) Provide new corridor landscaping that respects and provides appropriate transition to existing natural and man-made features and is complementary to the dominant landscaping or native habitats of surrounding areas.

g) Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity;

h) Use see-through safety barrier designs (e.g. railings rather than walls)

Applicability to the Project

No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within Transit Priority Areas (TPAs) pursuant to CEQA. Per the City's Zone Information and Map Access System (ZIMAS), ZI No. 2452 is applicable to the Project Site. The Project is an infill housing development, consisting of 176 dwelling units (including 18 affordable units) within a High Quality Transit Area (HQTA) and a TPA. As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure is not required.

Impact AES-2 Potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway

PMM AES-2: See PMM AES-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM AES-1, above.

Impact AES-3 Potential to substantially degrade the existing visual character or quality of public views (public views are those that are experienced from publicly accessible

vantage points). In an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

PMM AES-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Minimize contrasts in scale and massing between the projects and surrounding natural forms and development, minimize their intrusion into important viewsheds, and use contour grading to better match surrounding terrain in accordance with county and city hillside ordinances, where applicable.

b) Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard-edged, linear transportation corridors.

c) Require development of design guidelines for projects that make elements of proposed buildings/facilities visually compatible or minimize visibility of changes in visual quality or character through use of hardscape and softscape solutions. Specific measures to be addressed include setback buffers, landscaping, color, texture, signage, and lighting criteria.

d) Design projects consistent with design guidelines of applicable general plans.

e) Require that sites are kept in a blight/nuisance-free condition. Remove blight or nuisances that compromise visual character or visual quality of project areas including graffiti abatement, trash removal, landscape management, maintenance of signage and billboards in good condition, and replace compromised native vegetation and landscape.

f) Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows:

- use transparent panels to preserve views where sound walls would block views from residences;
- use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height;
- construct sound walls of materials whose color and texture complements the surrounding landscape and development;
- Design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants

that screen the sound wall, preferably with either native vegetation.

Applicability to the Project

No mitigation applies. PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. Per ZIMAS, ZI No. 2452 is applicable to the Project Site. The Project is an infill housing development, consisting of 176 dwelling units (including 18 affordable units) within an HQTA and a TPA. As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure is not required.

Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

PMM AES-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to address potential aesthetic impacts that substantially degrade visual character, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Use lighting fixtures that are adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties.

b) Restrict the operation of outdoor lighting for construction and operation activities to the hours of 7:00 a.m. to 10:00 p.m. or as otherwise required by applicable local rules or ordinances.

c) Use high pressure sodium and/or cut-off fixtures instead of typical mercury-vapor fixtures for outdoor lighting.

d) Use unidirectional lighting to avoid light trespass onto adjacent properties.

e) Design exterior lighting to confine illumination to the project site, and/or to areas which do not include light-sensitive uses.

f) Provide structural and/or vegetative screening from light-sensitive uses.

g) Shield and direct all new street and pedestrian lighting away from light-sensitive off-site uses.

h) Use non-reflective glass or glass treated with a non-reflective coating for all exterior windows and glass used on building surfaces.

i) Architectural lighting shall be directed onto the building surfaces and have low reflectivity to minimize glare and limit light onto adjacent properties.

Applicability to the Project

PRC Section 21099, enacted by Senate Bill 743, provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Consistent with SB 743, City of Los Angeles Zoning Information File ZI No. 2452 indicates that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact shall not be considered a significant impact for infill projects within TPAs pursuant to CEQA. Per ZIMAS, ZI No. 2452 is applicable to the Project Site. The Project is an infill housing development, consisting of 176 dwelling units (including 18 affordable units) within an HQTA and a TPA. As such, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to PRC Section 21099. Thus, incorporation of this mitigation measure is not required.

AGRICULTURAL RESOURCES

Impact AG-1 Potential for the Plan to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use.

PMM AG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to address potential adverse effects on agricultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Require project sponsors to mitigate for loss of farmland by providing permanent protection of in-kind farmland in the form of easements, fees, or elimination of development rights/potential.

b) Project relocation or corridor realignment to avoid Prime Farmland, Unique Farmland, or Farmland of Local or Statewide Importance.

c) Maintain and expand agricultural land protections such as urban growth boundaries.

d) Provide for mitigation fees to support a mitigation bank1 that invests in farmer education, agricultural infrastructure, water supply, marketing, etc. that enhance the commercial viability of retained agricultural lands.

e) Minimize severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access.

f) Use berms, buffer zones, setbacks, and fencing to reduce conflicts between new development and farming uses and protect the functions of farmland.

Applicability to the Project

No mitigation applies. No farmland or agricultural activity exists on or in the vicinity of the Project Site. Thus, incorporation of this mitigation measure is not required.

Impact AG-2 Potential for the Plan to conflict with existing zoning for agricultural use, or a Williamson Act contract.

PMM AG-2: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects on Williamson Act contracts to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

a) Project relocation or corridor realignment to avoid lands in Williamson Act contracts.

b) Establish conservation easements consistent with the recommendations of the Department of Conservation, or 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.), 10-year Williamson Act contracts (Government Code Section 51200 et seq.), or use of other conservation tools available from the California Department of Conservation Division of Land Resource Protection.

Applicability to the Project

No mitigation applies. The Project Site is not zoned for agricultural production, there is no farmland at the Project Site, and there are no Williamson Act Contracts in effect for the Project Site (or for any sites within the City). Thus, incorporation of this mitigation measure is not required.

Impact AG-3 Potential for the Plan to conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

PMM AG-3: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland to maximum extent practicable, as determined

appropriate by each Lead Agency, may include the following, or other comparable measures:

a) Minimize construction related impacts to agricultural and forestry resources by locating materials and stationary equipment in such a way as to prevent conflict with agriculture and forestry resources**.**

Applicability to the Project

No mitigation applies. Neither the Project Site nor the surrounding area is zoned for forest land, timberland, or Timberland Production. As such, the Project would not result in any conflicts any zoning related to forest land, timberland, or Timberland Production zoning. Thus, incorporation of this mitigation measure is not required.

Impact AG-4 Potential for the Plan to result in the loss of forest land or conversion of forest land to non-forest use.

See PMM AEG-3, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM AES-1, above.

Impact AG-5 Potential for the Plan to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

PMM AG-4: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

a) Design proposed projects to minimize, to the greatest extent feasible, the loss of the highest valued agricultural land.

b) Redesign project features to minimize fragmenting or isolating Farmland. Where a project involves acquiring land or easements, ensure that the remaining non-project area is of a size sufficient to allow economically viable farming operations. The project proponents shall be responsible for acquiring easements, making lot line adjustments, and merging affected land parcels into units suitable for continued commercial agricultural management.

c) Reconnect utilities or infrastructure that serve agricultural uses if these are disturbed by project construction. If a project temporarily or permanently

cuts off roadway access or removes utility lines, irrigation features, or other infrastructure, the project proponents shall be responsible for restoring access as necessary to ensure that economically viable farming operations are not interrupted.

PMM AG-5: Project level mitigation measures can and should be considered by Lead Agencies as applicable and feasible. Measures to reduce substantial adverse effects, through the conversion of Farmland, to the maximum extent practicable, as determined appropriate by each Lead Agency, may include the following, or other comparable measures:

a) Manage project operations to minimize the introduction of invasive species or weeds that may affect agricultural production on adjacent agricultural land. Where a project has the potential to introduce sensitive species or habitats or have other spill-over effects on nearby agricultural lands, the project proponents shall be responsible for acquiring easements on nearby agricultural land and/or financially compensating for indirect effects on nearby agricultural land. Easements (e.g., flowage easements) shall be required for temporary or intermittent interruption in farming activities (e.g., because of seasonal flooding or groundwater seepage). Acquisition or compensation would be required for permanent or significant loss of economically viable operations.

Applicability to the Project

No mitigation applies. Since the Project Site is currently not used for any agricultural uses and is not forest land, no agricultural use or forest land would be converted. The Project Site is located in an urbanized area of the City and is currently largely developed with residential and commercial uses. Thus, incorporation of this mitigation measure is not required.

AIR QUALITY

Impact AQ-2 Potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation.

PMM AQ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Minimize land disturbance.

b) Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.

c) Cover trucks when hauling dirt.

d) Stabilize the surface of dirt piles if not removed immediately.

e) Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.

f) Minimize unnecessary vehicular and machinery activities.

g) Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.

h) Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.

i) On Caltrans projects, Caltrans Standard Specifications 10-Dust Control, 17-Watering, and 18-Dust Palliative shall be incorporated into project specifications.

j) Require contractors to assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that could be used an aggregate of 40 or more hours for the construction project. Prepare a plan for approval by the applicable air district demonstrating achievement of the applicable percent reduction for a CARB-approved fleet.

k) Ensure that all construction equipment is properly tuned and maintained.

l) Minimize idling time to 5 minutes—saves fuel and reduces emissions.

m) Provide an operational water truck on-site at all times. Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas. Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.

n) Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

o) Develop a traffic plan to minimize community impacts as a result of traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. Project sponsors should consider developing a goal for the minimization of community impacts.

p) As appropriate require that portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, obtain CARB Portable Equipment Registration

with the state or a local district permit. Arrange appropriate consultations with the CARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

q) Require projects to use Tier 4 Final equipment or better for all engines above 50 horsepower (hp). In the event that construction equipment cannot meet to Tier 4 Final engine certification, the Project representative or contractor must demonstrate through future study with written findings supported by substantial evidence that is approved by SCAG before using other technologies/strategies. Alternative applicable strategies may include, but would not be limited to, construction equipment with Tier 4 Interim or reduction in the number and/or horsepower rating of construction equipment and/or limiting the number of construction equipment operating at the same time. All equipment must be tuned and maintained in compliance with the manufacturer's recommended maintenance schedule and specifications. All maintenance records for each equipment and their contractor(s) should make available for inspection and remain on-site for a period of at least two years from completion of construction, unless the individual project can demonstrate that Tier 4 engines would not be required to mitigate emissions below significance thresholds. Project sponsors should also consider including ZE/ZNE technologies where appropriate and feasible.

r) Projects located within the South Coast Air Basin should consider applying for South Coast AQMD "SOON" funds which provides funds to applicable fleets for the purchase of commercially available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road diesel vehicles.

s) Projects located within AB 617 communities should review the applicable Community Emissions Reduction Plan (CERP) for additional mitigation that can be applied to individual projects.

t) Where applicable, projects should provide information about air quality related programs to schools, including the Environmental Justice Community Partnerships (EJCP), Clean Air Ranger Education (CARE), and Why Air Quality Matters programs.

u) Projects should work with local cities and counties to install adequate signage that prohibits truck idling in certain locations (e.g., near schools and sensitive receptors).

v) As applicable for airport projects, the following measures should be considered:

    a. Considering operational improvements to reduce taxi time and auxiliary power unit usage, where feasible. Additionally, consider

single engine taxing, if feasible as allowed per Federal Aviation Administration guidelines.

b. Set goals to achieve a reduction in emissions from aircraft operations over the lifetime of the proposed project.

c. Require the use of ground service equipment (GSE) that can operate on battery-power. If electric equipment cannot be obtained, require the use of alternative fuel, the cleanest gasoline equipment, or Tier 4, at a minimum.

w) As applicable for port projects, the following measures should be considered:

a. Develop specific timelines for transitioning to zero emission cargo handling equipment (CHE).

b. Develop interim performance standards with a minimum amount of CHE replacement each year to ensure adequate progress.

c. Use short side electric power for ships, which may include tugboats and other ocean-going vessels or develop incentives to gradually ramp up the usage of shore power.

d. Install the appropriate infrastructure to provide shore power to operate the ships. Electrical hookups should be appropriately sized.

e. Maximize participation in the Port of Los Angeles' Vessel Speed Reduction Program or the Port of Long Beach's Green Flag Initiation Program in order to reduce the speed of vessel transiting within 40 nautical miles of Point Fermin.

f. Encourage the participation in the Green Ship Incentives.

g. Offer incentives to encourage the use of on-dock rail.

x) As applicable for rail projects, the following measures should be considered:

a. Provide the highest incentives for electric locomotives and then locomotives that meet Tier 5 emission standards with a floor on the incentives for locomotives that meet Tier 4 emission standards.

y) Projects that will introduce sensitive receptors within 500 feet of freeways and other sources should consider installing high efficiency of enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better. Installation of enhanced filtration units can be verified during occupancy inspection prior to the issuance of an occupancy permit.

z) Develop an ongoing monitoring, inspection, and maintenance program for the MERV filters.

a. Disclose potential health impacts to prospective sensitive receptors from living in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open or residents are outside.

b. Identify the responsible implementing and enforcement agency to ensure that enhanced filtration units are installed on-site before a permit of occupancy is issued.

c. Disclose the potential increase in energy costs for running the HVAC system to prospective residents.

d. Provide information to residents on where MERV filters can be purchased.

e. Provide recommended schedule (e.g., every year or every six months) for replacing the enhanced filtration units.

f. Identify the responsible entity such as future residents themselves, Homeowner's Association, or property managers for ensuring enhanced filtration units are replaced on time.

g. Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units.

h. Set criteria for assessing progress in installing and replacing the enhanced filtration units; and

i. Develop a process for evaluating the effectiveness of the enhanced filtration units.

aa) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities

Applicability to the Project

No mitigation applies. The analysis of the Project's potential air quality impacts in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project would not generate pollutant emissions in excess of applicable significance thresholds and would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

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

PMM AQ-3: See PMM-AQ-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM AQ-1, above.

Impact AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

PMM AQ-4: See PMM-AQ-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM AQ-1, above.

BIOLOGICAL RESOURCES

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

PMM BIO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to threatened and endangered species, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.

b) Where avoidance is determined to be infeasible, provide conservation measures to fulfill the requirements of the applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal ESA, Section 2081 of the California ESA to support issuance of an incidental take permit, and/or as identified in local or regional plans. Conservation strategies to protect the survival and recovery of federally and state-listed endangered and local special status species may include:

   i. Impact minimization strategies

   ii. ii. Contribution of in-lieu fees for in-kind conservation and mitigation efforts

   iii. Use of in-kind mitigation bank credits

   iv. Funding of research and recovery efforts

   v. Habitat restoration

vi. Establishment of conservation easements

vii. Permanent dedication of in-kind habitat

c) Design projects to avoid desert native plants protected under the California Desert Native Plants Act, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies.

d) Temporary access roads and staging areas will not be located within areas containing sensitive plants, wildlife species or native habitat wherever feasible, so as to avoid or minimize impacts to these species.

e) Develop and implement a Worker Environmental Awareness Program (environmental education) to inform project workers of their responsibilities to avoid and minimize impacts on sensitive biological resources.

f) Retain a qualified botanist to document the presence or absence of special status plants before project implementation.

g) Appoint a qualified biologist to monitor construction activities that may occur in or adjacent to occupied sensitive species' habitat to facilitate avoidance of resources not permitted for impact.

h) Appoint a qualified biologist to monitor implementation of mitigation measures.

i) Schedule construction activities to avoid sensitive times for biological resources (e.g. steelhead spawning periods during the winter and spring, nesting bird season) and to avoid the rainy season when erosion and sediment transport is increased.

j) Develop an invasive species control plan associated with project construction.

k) If construction occurs during breeding seasons in or adjacent to suitable habitat, include appropriate sound attenuation measures required for sensitive avian species and other best management practices appropriate for potential local sensitive wildlife.

l) Conduct pre-construction surveys to delineate occupied sensitive species' habitat to facilitate avoidance.

m) Where projects are determined to be within suitable habitat and may impact listed or sensitive species that have specific field survey protocols or guidelines outlined by the USFWS, CDFW, or other local agency, conduct preconstruction surveys that follow applicable protocols and guidelines and are conducted by qualified and/or certified personnel.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential biological resources impacts in Section 5 (Sustainable Communities Environmental Analysis) concluded that there are no special-status species on the Project Site. The Project Site is currently developed residential and commercial uses. There are 27 non-protected trees on the Project Site. All of these trees could be removed as part of the Project and would be replaced in accordance with City requirements. These trees have the potential to support nesting birds that are protected under the Migratory Bird Treaty Act (MBTA), as well as the regulations of the California Fish and Game Code, which prohibits take of all birds and their active nests, consistent with PMM-BIO-1. The removal of trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code, or the California Endangered Species Act Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code). Specifically, in conformance with the MBTA, tree removal activities would take place outside of the nesting season (February 1 to September 1) to the greatest extent practicable. To the extent that vegetation removal activities must occur during the nesting season, a biological monitor would be present during the removal activities to ensure that no active nests would be impacted, or a nesting bird survey is to be completed prior to construction to document all active bird nests. If active nests are found, a 300-foot buffer (500 feet for raptors) would be established until the fledglings have left the nest.

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

PMM BIO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to riparian habitats and other sensitive natural communities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Consult with the USFWS and NMFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA.

b) Consult with the USFS where such state-designated sensitive or riparian habitats provide potential or occupied habitat for federally listed rare, threatened, and endangered species afforded protection pursuant to the federal ESA and any additional species afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four

national forests in the six-county area: Angeles, Cleveland, Los Padres, and San Bernardino.

c) Consult with the CDFW where such state-designated sensitive or riparian habitats provide potential or occupied habitat for state-listed rare, threatened, and endangered species afforded protection pursuant to the California ESA, or Fully Protected Species afforded protection pursuant to the State Fish and Game Code.

d) Consult with the CDFW pursuant to the provisions of Section 1600 of the State Fish and Game Code as they relate to Lakes and Streambeds.

e) Consult with the USFWS, USFS, CDFW, and counties and cities in the SCAG region, where state designated sensitive or riparian habitats are occupied by birds afforded protection pursuant to the MBTA during the breeding season.

f) Consult with the CDFW for state-designated sensitive or riparian habitats where furbearing mammals, afforded protection pursuant to the provisions of the State Fish and Game Code for fur-beaming mammals, are actively using the areas in conjunction with breeding activities.

g) Require project design to avoid sensitive natural communities and riparian habitats, wherever practicable and feasible.

h) Where avoidance is determined to be infeasible, develop sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) to protect sensitive natural communities and riparian habitats and develop appropriate compensatory mitigation, where required.

i) Appoint a qualified wetland biologist to monitor construction activities that may occur in or adjacent to sensitive communities.

j) Appoint a qualified wetland biologist to monitor implementation of mitigation measures.

k) Schedule construction activities to avoid sensitive times for biological resources and to avoid the rainy season when erosion and sediment transport is increased.

l) When construction activities require stream crossings, schedule work during dry conditions and use rubber-wheeled vehicles, when feasible. Have a qualified wetland scientist determine if potential project impacts require a Notification of Lake or Streambed Alteration to CDFW during the planning phase of projects.

m) Consult with local agencies, jurisdictions, and landowners where such state-designated sensitive or riparian habitats are afforded protection pursuant an adopted regional conservation plan.

n) Install fencing and/or mark sensitive habitat to be avoided during construction activities.

o) Salvage and stockpile topsoil (the surface material from 6 to 12 inches deep) and perennial native plants, when recommended by the qualified wetland biologist, for use in restoring native vegetation to areas of temporary disturbance within the project area. Salvage of soils containing invasive species, seeds and/or rhizomes will be avoided as identified by the qualified wetland biologist.

p) Revegetate with appropriate native vegetation following the completion of construction activities, as identified by the qualified wetland biologist.

q) Complete habitat enhancement (e.g., through removal of non-native invasive wetland species and replacement with more ecologically valuable native species).

r) Use Best Management Practices (BMPs) at construction sites to minimize erosion and sediment transport from the area. BMPs include encouraging growth of native vegetation in disturbed areas, using straw bales or other silt-catching devices, and using settling basins to minimize soil transport.

Applicability to the Project

No mitigation applies. The Project Site is located in a developed, urban area and is currently largely developed with residential and commercial uses. There is no riparian habitat or other sensitive natural community on the Project Site Therefore, development of the Project would not result in adverse effects to any riparian habitat or other sensitive habitat or support any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. Thus, incorporation of this mitigation measure is not required.

Impact BIO-3 Have a substantial adverse effect on State or Federally Protected Wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means.

PMM BIO-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wetlands, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency.

a) Require project design to avoid federally protected aquatic resources consistent with the provisions of Sections 404 and 401 of the CWA, wherever practicable and feasible.

b) Where the lead agency has identified that a project, or other regionally significant project, has the potential to impact other wetlands or waters, such as those considered Waters Of the State of California under the State Wetland Definition and Procedures for Dischargers of Dredged or Fill Material to Waters of the State, not protected under Section 404 or 401 of the CWA, seek comparable coverage for these wetlands and waters in consultation with the SWRCB, applicable RWQCB, and CDFW.

c) Where avoidance is determined to be infeasible, develop sufficient conservation measures to fulfill the requirements of the applicable authorization for impacts to federal and state protected aquatic resource to support issuance of a permit under Section 404 of the CWA as administered by the USACE. The use of an authorized Nationwide Permit or issuance of an individual permit requires the project applicant to demonstrate compliance with the USACE's Final Compensatory Mitigation Rule. The USACE reviews projects to ensure environmental impacts to aquatic resources are avoided or minimized as much as possible. Consistent with the administration's performance standard of "no net loss of wetlands" a USACE permit may require a project proponent to restore, establish, enhance or preserve other aquatic resources in order to replace those affected by the proposed project. This compensatory mitigation process seeks to replace the loss of existing aquatic resource functions and area. Project proponents required to complete mitigation are encouraged to use a watershed approach and watershed planning information. The new rule establishes performance standards, sets timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation:

    -- Permittee-responsible mitigation

    -- Contribution of in-kind in-lieu fees

    -- Use of in-kind mitigation bank credits

    -- Where avoidance is determined to be infeasible, and

d) Where avoidance is determined to be infeasible and proposed projects' impacts exceed an existing Nationwide Permit (NWP) and/or California SWRCB-certified NWP, or applicable County Special Area Management Plan (SAMP), the lead agency should provide USACE and SWRCB (where applicable) an alternative analysis consistent with the Least Environmentally Damaging Practicable Alternatives in this order of priorities:

-- Avoidance

-- Impact Minimization

-- On-site alternatives

-- Off-site alternatives

e) Require review of construction drawings by a certified wetland delineator as part of each project-specific environmental analysis to determine whether aquatic resources will be affected and, if necessary, perform formal wetland delineation.

Applicability to the Project

No mitigation applies. The Project Site does not contain any protected wetlands or water features that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers or any other public agencies and/or Lead Agencies. Thus, incorporation of this mitigation measure is not required.

Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

PMM BIO-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to wildlife movement, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Consult with the USFS where impacts to migratory wildlife corridors may occur in an area afforded protection by an adopted Forest Land Management Plan or Resource Management Plan for the four national forests in the six-County area: Angeles, Cleveland, Los Padres, and San Bernardino.

b) Consult with counties, cities, and other local organizations when impacts may occur to open space areas that have been designated as important for wildlife movement related to local ordinances or conservation plans.

c) Prohibit construction activities within 500 feet of occupied breeding areas for wildlife afforded protection pursuant to Title 14 § 460 of the California Code of Regulations protecting fur-bearing mammals, during the breeding season.

d) Conduct a survey to identify active raptor and other migratory nongame bird nests by a qualified biologist at least two weeks before the start of construction at project sites from February 1 through August 31.

e) Prohibit construction activities with 300 feet of occupied nest of birds afforded protection pursuant to the Migratory Bird Treaty Act, during the breeding season.

f) Ensure that suitable nesting sites for migratory nongame native bird species protected under the Migratory Bird Treaty Act and/or trees with unoccupied raptor nests should only be removed prior to February 1, or following the nesting season.

g) When feasible and practicable, proposed projects will be designed to minimize impacts to wildlife movement and habitat connectivity and preserve existing and functional wildlife corridors.

h) Conduct site-specific analyses of opportunities to preserve or improve habitat linkages with areas on- and off-site.

i) Long linear projects with the possibility of impacting wildlife movement should analyze habitat linkages/wildlife movement corridors on a broad scale to avoid critical narrow choke points that could reduce function of recognized movement corridor.

j) Require review of construction drawings and habitat connectivity mapping by a qualified biologist to determine the risk of habitat fragmentation.

k) Pursue mitigation banking to preserve habitat linkages and corridors (opportunities to purchase, maintain, and/or restore offsite habitat).

l) When practicable and feasible design projects to promote wildlife corridor redundancy by including multiple connections between habitat patches.

m) Evaluate the potential for installation of overpasses, underpasses, and culverts to create wildlife crossings in cases where a roadway or other transportation project may interrupt the flow of species through their habitat. Retrofitting of existing infrastructure in project areas should also be considered for wildlife crossings for purposes of mitigation.

n) Install wildlife fencing where appropriate to minimize the probability of wildlife injury due to direct interaction between wildlife and roads or construction.

o) Where avoidance is determined to be infeasible, design sufficient conservation measures through coordination with local agencies and the regulatory agency (i.e., USFWS or CDFW) and in accordance with the respective counties and cities general plans to establish plans to mitigate for the loss of fish and wildlife movement corridors and/or wildlife nursery sites. The consideration of conservation measures may include the following measures, in addition to the measures outlined in MM-BIO-1(b), where applicable:

-- Wildlife movement buffer zones

-- Corridor realignment

-- Appropriately spaced breaks in center barriers

-- Stream rerouting

-- Culverts

-- Creation of artificial movement corridors such as freeway under- or overpasses

-- Other comparable measures

p) Where the lead agency has identified that a RTP/SCS project, or other regionally significant project, has the potential to impact other open space or nursery site areas, seek comparable coverage for these areas in consultation with the USFWS, CDFW, NMFS, or other local jurisdictions.

q) Incorporate applicable and appropriate guidance (e.g. FHWA-HEP-16-059), as well as best management practices, to benefit pollinators with a focus on native plants.

Applicability to the Project

No mitigation applies. The Project Site is located in an urbanized area and is not part of a migratory wildlife corridor or located near any wildlife nursery sites. Thus, incorporation of this mitigation measure is not required.

Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

PMM BIO-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce conflicts with local policies and ordinances protecting biological resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Consult with the appropriate local agency responsible for the administration of the policy or ordinance protecting biological resources.

b) Prioritize retention of trees on-site consistent with local regulations. Provide adequate protection during the construction period for any trees that are to remain standing, as recommended by an International Society of Arboriculture (ISA) certified arborist.

c) If specific project area trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” obtain approval for encroachment

or removals through the appropriate entity, and develop appropriate mitigation measures at that time, to ensure that the trees are replaced. Mitigation trees shall be locally collected native species, as directed by a qualified biologist.

d) Appoint an ISA certified arborist to monitor construction activities that may occur in areas with trees are designated as “Protected Trees,” “Landmark Trees,” or “Heritage Trees,” to facilitate avoidance of resources not permitted for impact. Before the start of any clearing, excavation, construction or other work on the site, securely fence off every protected tree deemed to be potentially endangered by said site work. Keep such fences in place for duration of all such work. Clearly mark all trees to be removed.

e) Establish a scheme for the removal and disposal of logs, brush, earth and other debris that will avoid injury to any protected tree. Where proposed development or other site work could encroach upon the protected perimeter of any protected tree, incorporate special measures to allow the roots to breathe and obtain water and nutrients. Minimize any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter. Require that no change in existing ground level occur from the base of any protected tree at any time. Require that no burning or use of equipment with an open flame occur near or within the protected perimeter of any protected tree.

f) Require that no storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees occur from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. Require that no heavy construction equipment or construction materials be operated or stored within a distance from the base of any protected trees. Require that wires, ropes, or other devices not be attached to any protected tree, except as needed for support of the tree. Require that no sign, other than a tag showing the botanical classification, be attached to any protected tree.

g) Thoroughly spray the leaves of protected trees with water periodically during construction to prevent buildup of dust and other pollution that would inhibit leaf transpiration, as directed by the certified arborist.

h) If any damage to a protected tree should occur during or as a result of work on the site, the appropriate local agency will be immediately notified of such damage. If, such tree cannot be preserved in a healthy state, as determined by the certified arborist, require replacement of any tree removed with another tree or trees on the same site deemed adequate by the local agency to compensate for the loss of the tree that is removed. Remove all debris created as a result of any tree removal work from the property within two

weeks of debris creation, and such debris shall be properly disposed of in accordance with all applicable laws, ordinances, and regulations. Design projects to avoid conflicts with local policies and ordinances protecting biological resources

i) Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the applicable policy or ordinance shall be developed, such as to support issuance of a tree removal permit. The consideration of conservation measures may include:

- -- Avoidance strategies
- -- Contribution of in-lieu fees
- -- Planting of replacement trees
- -- Re-landscaping areas with native vegetation post-construction
- -- Other comparable measures developed in consultation with local agency and certified arborist.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project Site is located in a developed urban area and is largely developed with residential and commercial uses. There are 27 non-protected trees on the Project Site that would be removed as part of the Project. All of these removed trees would be replaced in accordance with existing City requirements for tree replacement. Thus, development of the Project would not conflict with any local policies or ordinances protecting biological resources. Thus, incorporation of this mitigation measure is not required.

Impact BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

PMM BIO-6: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on HCPs and NCCPs, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Consult with the appropriate federal, state, and/or local agency responsible for the administration of HCPs or NCCPs.

b) Wherever practicable and feasible, the project shall be designed to avoid lands preserved under the conditions of an HCP or NCCP.

Where avoidance is determined to be infeasible, sufficient conservation measures to fulfill the requirements of the HCP and/or NCCP, which would include but not be limited to applicable authorization for incidental take pursuant to Section 7 or 10(a) of the federal Endangered Species Act or Section 2081 of the California ESA, shall be developed to support issuance of an incidental take permit or any other permissions required for development within the HCP/NCCP boundaries. The consideration of additional conservation measures would include the measures outlined in SMM-BIO-2, where applicable.

Applicability to the Project

No mitigation applies. The Project Site is not subject to any provisions of any Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Furthermore, the Project Site is not within or adjacent to an existing Significant Ecological Area. Thus, incorporation of the mitigation measure is not required.

CULTURAL RESOURCES

2020-2045 RTP/SCS Mitigation Measures

Impact 3.5-1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.

PMM CULT-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Pursuant to CEQA Guidelines Section 15064.5, conduct a record search during the project planning phase at the appropriate Information Center to determine whether the project area has been previously surveyed and whether historical resources were identified.

b) During the project planning phase, retain a qualified architectural historian, defined as an individual who meets the Secretary of the Interior's (SOI) Professional Qualification Standards (PQS) in Architectural History, to conduct historic architectural surveys if a built environment resource greater than 45 years in age may be affected by the project or if recommended by the Information Center.

c) Comply with Section 106 of the National Historic Preservation Act (NHPA) including, but not limited to, projects for which federal funding or approval is required for the individual project. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for

listing in the National Register. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measures may include, but are not limited to the following:

- -- Employ design measures to avoid historical resources and undertake adaptive reuse where appropriate and feasible. If resources are to be preserved, as feasible, carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. If resources would be impacted, impacts should be minimized to the extent feasible.
- -- Where feasible, noise buffers/walls and/or visual buffers/landscaping should be constructed to preserve the contextual setting of significant built resources.

d) If a project requires the relocation, rehabilitation, or alteration of an eligible historical resource, the Secretary of the Interior's Standards for the Treatment of Historic Properties should be used to the maximum extent possible to ensure the historical significance of the resource is not impaired. The application of the standards should be overseen by an architectural historian or historic architect meeting the SOI PQS. Prior to any construction activities that may affect the historical resource, a report, meeting industry standards, should identify and specify the treatment of character-defining features and construction activities and be provided to the Lead Agency for review and approval.

e) If a project would result in the demolition or significant alteration of a historical resource eligible for or listed in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or local register, recordation should take the form of Historic American Buildings Survey (HABS), Historic American Engineering Record (HAER), or Historic American Landscape Survey (HALS) documentation, and should be performed by an architectural historian or historian who meets the SOI PQS. Recordation should meet the SOI Standards and Guidelines for Architectural and Engineering, which defines the products acceptable for inclusion in the HABS/HAER/HALS collection at the Library of Congress. The specific scope and details of documentation should be developed at the project level in coordination with the Lead Agency.

f) During the project planning phase, obtain a qualified archaeologist, defined as one who meets the SOI PQS for archaeology, to conduct a record search at the appropriate Information Center of the California Historical Resources

Information System (CHRIS) to determine whether the project area has been previously surveyed and whether resources were identified.

g) Contact the NAHC to request a Sacred Lands File search and a list of relevant Native American contacts who may have additional information.

h) During the project planning phase, obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the qualified professional, the Lead Agency, or the Information Center. In the event the qualified professional or Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for archaeological resources. Survey shall be conducted where the records indicate that no previous survey has been conducted, or if survey has not been conducted within the past 10 years. If tribal resources are identified during tribal outreach, consultation, or the record search, a Native American representative traditionally affiliated with the project area, as identified by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with archaeological surveys.

i) If potentially significant archaeological resources are identified through survey, and impacts to these resources cannot be avoided, a Phase II Testing and Evaluation investigation should be performed by a qualified archaeologist prior to any construction-related ground-disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and avoidance is not possible, appropriate resource-specific mitigation measures should be established by the lead agency, in consultation with consulting tribes, where appropriate, and undertaken by qualified personnel. These might include a Phase III data recovery program implemented by a qualified archaeologist and performed in accordance with the OHP's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format and Guidelines for Archaeological Research Designs. Additional options can include 1) interpretative signage, or 2) educational outreach that helps inform the public of the past activities that occurred in this area. Should the project require extended Phase I testing, Phase II evaluation, or Phase III data recovery, a Native American representative traditionally affiliated with the project area, as indicated by the NAHC, shall be given the opportunity to provide a representative or monitor to assist with the archaeological assessments. The long-term disposition of archaeological materials collected from a significant resource should be determined in consultation with the affiliated tribe(s), where relevant; this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

j) In cases where the project area is developed and no natural ground surface is exposed, sensitivity for subsurface resources should be assessed based on review of literature, geology, site development history, and consultation with tribal parties. If this archaeological desktop assessment indicates that the project is located in an area sensitive for archaeological resources, as determined by the Lead Agency in consultation with a qualified archaeologist, the project should retain an archaeological monitor and, in the case of sensitivity for tribal resources, a tribal monitor, to observe ground disturbing operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. The archaeological monitor should be supervised by an archaeologist meeting the SOI PQS

k) Conduct construction activities and excavation to avoid cultural resources (if identified). If avoidance is not feasible, further work may be needed to determine the importance of a resource. Retain a qualified archaeologist, and/or as appropriate, a qualified architectural historian who should make recommendations regarding the work necessary to assess significance. If the cultural resource is determined to be significant under state or federal guidelines, impacts to the cultural resource will need to be mitigated.

l) Stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine whether these resources are significant, and tribal consultation can be conducted, in the case of tribal resources. If the archaeologist determines that the discovery is significant, its long-term disposition should be determined in consultation with the affiliated tribe(s); this could include curation with a recognized scientific or educational repository, transfer to the tribe, or respectful reinternment in an area designated by the tribe.

Applicability to the Project

No mitigation applies. The relevant provisions of PMM-CULT-1 have already been implemented. A *Historical Resource Assessment Report* was prepared for the Project Site (refer to Appendix D), which concluded that the Project would not result in a substantial adverse change in the significance of a historical resource and therefore, would not have a significant effect on the environment as defined by CEQA. Regarding archaeological resources, no mitigation applies. The Project Site is located in an urbanized area of the City and is currently largely developed. Given the disturbed nature of the soils at the Project Site due to previous development, the probability of encountering archaeological resources at the site is low. However, the Project Applicant would be required to comply with the City's Standard Condition of Approval for the Inadvertent Discovery of Unknown Archaeological Resources, which requires the following:

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
    - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
    - The Project Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the Project Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the Project Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Thus, application of this mitigation measure is not required.

Impact 3.5-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

See PMM CULT-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM CULT-1, above.

Impact 3.5-3 Disturb human remains, including those interred outside of dedicated cemeteries.

PMM CULT-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to human remains, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) In the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.

b) If any discovered remains are of Native American origin, as determined by the county Coroner, an experienced osteologist, or another qualified professional:

   -- Contact the County Coroner to contact the NAHC to designate a Native American Most Likely Descendant (MLD). The MLD should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. In some cases, it is necessary for the Lead Agency, qualified archaeologist, or developer to also reach out to the NAHC to coordinate and ensure notification in the event the Coroner is not available.

   -- If the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation within 48 hours after being notified by the commission, or the landowner or his representative rejects the recommendation of the MLD and the mediation by the NAHC fails to provide measures acceptable to the landowner, obtain a culturally affiliated Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project Site is located within a highly developed urban area on a previously disturbed site and the potential for discovery of human remains is considered low. Nonetheless, compliance with existing regulatory requirements would ensure there would be no impacts pertaining to the unanticipated identification of human remains.

- Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered unexpectedly during construction demolition and/or grading activities, it is required that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - Stop immediately and contact the County Coroner:

1104 N. Mission Road

Los Angeles, CA 90033

323-343-0512 (8 AM to 5 PM Monday through Friday) or

323-343-0714 (after hours, Saturday, Sunday, and holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Thus, application of this mitigation measure is not required.

ENERGY

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

GEOLOGY AND SOILS

Impact GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: (i) rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; (iv) landslides.

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

Impact GEO-2 Result in substantial soil erosion or the loss of topsoil.

PMM GEO-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to historical resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that site-specific geotechnical investigations conducted by a qualified geotechnical expert are conducted to ascertain soil types prior to preparation of project designs. These investigations can and should identify areas of potential failure and recommend remedial geotechnical measures to eliminate any problems.

b) Consistent with the requirements of the State Water Resources Control Board (SWRCB) for projects over one acre in size, obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the SWRCB and prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Regional Water Quality Control Board (RWQCB). At a minimum, the SWPPP should include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; best management practices (BMPs); and an inspection and monitoring program.

c) Consistent with the requirements of the SWRCB and local regulatory agencies with oversight of development associated with the Plan, ensure that project designs provide adequate slope drainage and appropriate landscaping to minimize the occurrence of slope instability and erosion. Design features should include measures to reduce erosion caused by storm water. Road cuts should be designed to maximize the potential for revegetation.

d) Consistent with the CBC and local regulatory agencies with oversight of development associated with the Plan, ensure that, prior to preparing project designs, new and abandoned wells are identified within construction areas to ensure the stability of nearby soils.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project's construction activities would require grading, excavation, and foundation permits or approvals from the City, which would include requirements and standards designed to limit potential impacts associated with erosion to permitted levels. The Project would also be designed to comply with the City of Los Angeles' Low Impact Development (LID) Ordinance. Thus, application of this mitigation measure is not required.

Impact GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

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

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

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

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

PMM GEO-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to paleontological resources. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Ensure compliance with the Paleontological Resources Preservation Act, the Federal Land Policy and Management Act, the Antiquities Act, Section 5097.5 of the Public Resources Code (PRC), adopted county and city general plans, and other federal, state and local regulations, as applicable and feasible, by adhering to and incorporating the performance standards and practices from the 2010 Society for Vertebrate Paleontology (SVP) standard procedures for the assessment and mitigation of adverse impacts to paleontological resources.

b) Obtain review by a qualified paleontologist (e.g. who meets the SVP standards for a Principal Investigator or Project Paleontologist or the Bureau of Land Management (BLM) standards for a Principal Investigator), to determine if the project has the potential to require ground disturbance of parent material with potential to contain unique paleontological or resources, or to require the substantial alteration of a unique geologic feature. The assessment should include museum records searches, a review of geologic mapping and the scientific literature, geotechnical studies (if available), and potentially a pedestrian survey, if units with paleontological potential are present at the surface.

c) Avoid exposure or displacement of parent material with potential to yield unique paleontological resources.

d) Where avoidance of parent material with the potential to yield unique paleontological resources is not feasible:

1. All on-site construction personnel receive Worker Education and Awareness Program (WEAP) training prior to the commencement of excavation work to understand the regulatory framework that provides for protection of paleontological resources and become familiar with diagnostic characteristics of the materials with the potential to be encountered.
2. A qualified paleontologist prepares a Paleontological Resource Management Plan (PRMP) to guide the salvage, documentation and repository of unique paleontological resources encountered during construction. The PRMP should adhere to and incorporate the performance standards and practices from the 2010 SVP Standard procedures for the assessment and mitigation of adverse impacts to paleontological resources. If unique paleontological resources are encountered during construction, use a qualified paleontologist to oversee the implementation of the PRMP.
3. Monitor ground disturbing activities in parent material, with a moderate to high potential to yield unique paleontological resources using a qualified paleontological monitor meeting the standards of the SVP or the BLM to determine if unique paleontological resources are encountered during such activities, consistent with the specified or comparable protocols.
4. Identify where ground disturbance is proposed in a geologic unit having the potential for containing fossils and specify the need for a paleontological monitor to be present during ground disturbance in these areas.

e) Avoid routes and project designs that would permanently alter unique geological features.

f) Salvage and document adversely affected resources sufficient to support ongoing scientific research and education.

g) Significant recovered fossils should be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis, and deposited in a designated paleontological curation facility.

h) Following the conclusion of the paleontological monitoring, the qualified paleontologist should prepare a report stating that the paleontological monitoring requirement has been fulfilled and summarize the results of any paleontological finds. The report should be submitted to the lead CEQA and the repository curating the collected artifacts, and should document the methods and results of all work completed under the PRMP, including treatment of paleontological materials, results of specimen processing, analysis, and research, and final curation arrangements.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project would be required to comply with existing regulations related to the discovery of unknown paleontological resources, should they be encountered during ground disturbing activities as outlined in PMM GEO-2. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety (LADBS) shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Thus, application of this mitigation measure is not required.

GREENHOUSE GASES

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

PMM GHG-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Integrate green building measures consistent with CALGreen (California Building Code Title 24), local building codes and other applicable laws, into project design including:

   i. Use energy efficient materials in building design, construction, rehabilitation, and retrofit.

   ii. Install energy-efficient lighting, heating, and cooling systems (cogeneration); water heaters; appliances; equipment; and control systems.

   iii. Reduce lighting, heating, and cooling needs by taking advantage of light-colored roofs, trees for shade, and sunlight.

   iv. Incorporate passive environmental control systems that account for the characteristics of the natural environment.

   v. Use high-efficiency lighting and cooking devices.

   vi. Incorporate passive solar design.

vii. Use high-reflectivity building materials and multiple glazing.

viii. Prohibit gas-powered landscape maintenance equipment.

ix. Install electric vehicle charging stations.

x. Reduce wood burning stoves or fireplaces.

xi. Provide bike lanes accessibility and parking at residential developments.

b) Reduce emissions resulting from projects through implementation of project features, project design, or other measures, such as those described in Appendix F of the State CEQA Guidelines.

c) Include off-site measures to mitigate a project's emissions.

d) Measures that consider incorporation of Best Available Control Technology (BACT) during design, construction and operation of projects to minimize GHG emissions, including but not limited to:

i. Use energy and fuel-efficient vehicles and equipment;

ii. Deployment of zero- and/or near zero emission technologies;

iii. Use lighting systems that are energy efficient, such as LED technology;

iv. Use the minimum feasible amount of GHG-emitting construction materials;

v. Use cement blended with the maximum feasible amount of flash or other materials that reduce GHG emissions from cement production;

vi. Incorporate design measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse;

vii. Incorporate design measures to reduce energy consumption and increase use of renewable energy;

viii. Incorporate design measures to reduce water consumption;

ix. Use lighter-colored pavement where feasible;

x. Recycle construction debris to maximum extent feasible;

xi. Plant shade trees in or near construction projects where feasible; and

xii. Solicit bids that include concepts listed above.

e) Measures that encourage transit use, carpooling, bike-share and car-share programs, active transportation, and parking strategies, including, but not limited to the following:

i. Promote transit-active transportation coordinated strategies;

ii. Increase bicycle carrying capacity on transit and rail vehicles;

iii. Improve or increase access to transit;

iv. Increase access to common goods and services, such as groceries, schools, and day care;

v. Incorporate affordable housing into the project;

vi. Incorporate the neighborhood electric vehicle network;

vii. Orient the project toward transit, bicycle and pedestrian facilities;

viii. Improve pedestrian or bicycle networks, or transit service;

ix. Provide traffic calming measures;

x. Provide bicycle parking;

xi. Limit or eliminate park supply;

xii. Unbundle parking costs;

xiii. Provide parking cash-out programs;

xiv. Implement or provide access to commute reduction program;

f) Incorporate bicycle and pedestrian facilities into project designs, maintaining these facilities, and providing amenities incentivizing their use; and planning for and building local bicycle projects that connect with the regional network;

g) Improving transit access to rail and bus routes by incentives for construction of transit facilities within developments, and/or providing dedicated shuttle service to transit stations; and

h) Adopting employer trip reduction measures to reduce employee trips such as vanpool and carpool programs, providing end-of-trip facilities, and telecommuting programs including but not limited to measures that:

i. Provide car-sharing, bike sharing, and ride-sharing programs;

ii. Provide transit passes;

iii. Shift single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services;

iv. Provide incentives or subsidies that increase that use of modes other than single-occupancy vehicle;

v. Provide on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms;

vi. Provide employee transportation coordinators at employment sites;

vii. Provide a guaranteed ride home service to users of non-auto modes.

i) Designate a percentage of parking spaces for ride-sharing vehicles or high-occupancy vehicles, and provide adequate passenger loading and unloading for those vehicles;

j) Land use siting and design measures that reduce GHG emissions, including:

i. Developing on infill and brownfields sites;

ii. Building compact and mixed-use developments near transit;

iii. Retaining on-site mature trees and vegetation, and planting new canopy trees;

iv. Measures that increase vehicle efficiency, encourage use of zero and low emissions vehicles, or reduce the carbon content of fuels, including constructing or encouraging construction of electric vehicle charging stations or neighborhood electric vehicle networks, or charging for electric bicycles; and

v. Measures to reduce GHG emissions from solid waste management through encouraging solid waste recycling and reuse.

k) Consult the SCAG Environmental Justice Toolbox for potential measures to address impacts to low-income and/or minority communities. The measures provided above are also intended to be applied in low income and minority communities as applicable and feasible.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to GHG emissions in Section 5 (Sustainable Communities Environmental Analysis) concluded

through compliance with measures outlined in the City's Green Building Code, which incorporates the CALGreen requirements identified in the mitigation measure, and due to the Project Site's location near existing transit and sources of employment, shopping, and entertainment, and the inclusion of bicycle parking, all of which would minimize vehicle trips, VMT, and associated GHG emissions, the Project would not result in any significant GHG emissions impacts, and no mitigation measures are required. Thus, application of this mitigation measure is not required.

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

See PMM GHG-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM GHG-1, above.

HAZARDS AND HAZARDOUS MATERIALS

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

PMM HAZ-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the routine transport, use, or disposal of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Where the construction or operation of projects involves the transport of hazardous material, provide a written plan of proposed routes of travel demonstrating use of roadways designated for the transport of such materials.

b) Specify Project requirements for interim storage and disposal of hazardous materials during construction and operation. Storage and disposal strategies must be consistent with applicable federal, state, and local statutes and regulations. Specify the appropriate procedures for interim storage and disposal of hazardous materials, anticipated to be required in support of operations and maintenance activities, in conformance with applicable federal, state, and local statutes and regulations, in the business plan for projects as applicable and appropriate.

c) Submit a Hazardous Materials Business/Operations Plan for review and approval by the appropriate local agency. Once approved, keep the plan on file with the Lead Agency (or other appropriate government agency) and

update, as applicable. The purpose of the Hazardous Materials Business/Operations Plan is to ensure that employees are adequately trained to handle the materials and provides information to the local fire protection agency should emergency response be required. The Hazardous Materials Business/Operations Plan should include the following:

-- The types of hazardous materials or chemicals stored and/or used on-site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.

-- The location of such hazardous materials.

-- An emergency response plan including employee training information.

-- A plan that describes the way these materials are handled, transported and disposed.

d) Follow manufacturer's recommendations on use, storage, and disposal of chemical products used in construction.

e) Avoid overtopping construction equipment fuel gas tanks.

f) Properly contain and remove grease and oils during routine maintenance of construction equipment.

g) Properly dispose of discarded containers of fuels and other chemicals.

h) Prior to shipment remove the most volatile elements, including flammable natural gas liquids, as feasible.

i) Identify and implement more stringent tank car safety standards.

j) Improve rail transportation route analysis, and modification of routes based on that analysis.

k) Use the best available inspection equipment and protocols and implement positive train control.

l) Reduce train car speeds to 40 miles per hour when passing through urbanized areas of any size.

m) Limit storage of crude oil tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments.

n) Notify in advance county and city emergency operations offices of all crude oil shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident.

o) Report quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first

response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying crude oil identified.

p) Fund training and outfitting emergency response crews that includes the cost of backfilling personnel while in training.

q) Undertake annual emergency responses scenario/field based training including Emergency Operations Center Training activations with local emergency response agencies.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project would adhere to regulatory requirements concerning source hazardous waste reduction measures and all applicable City ordinances. No significant impacts were identified, and no mitigation measures are required. Thus, application of this mitigation measure is not required.

Impact HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

PMM HAZ-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce hazards related to the reasonably foreseeable upsets and accidents involving the release of hazardous materials, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

Require implementation of safety standards regarding transport of hazardous materials, including but not limited to the following:

a) Removal of the most volatile elements, including flammable natural gas liquids, prior to shipment;

b) More stringent tank car safety standards;

c) Improved rail transportation route analysis, and modification of routes based on that analysis;

d) Utilization of the best available inspection equipment and protocols, and implementation of positive train control;

e) Reduced train car speeds to 40 miles per hour when passing through urbanized areas of any size;

f) Limitations on storage of hazardous materials tank cars in urbanized areas of any size and provide appropriate security in storage yards for all shipments;

g) Advance notification to county and city emergency operations offices of all crude oil and hazardous materials shipments, including a contact number that can provide real-time information in the event of an oil train derailment or accident;

h) Quarterly hazardous commodity flow information, including classification and characterization of materials being transported, to all first response agencies (49 Code Fed. Regs. 15.5) along the mainline rail routes used by trains carrying hazardous materials.

Applicability to the Project

The Project does not include the shipment of flammable liquids and other hazardous materials and does not include any rail transportation. Thus, incorporation of this mitigation measure is not required.

Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

PMM HAZ-3: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to the release of hazardous materials within one-quarter mile of schools, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Where the construction and operation of projects involves the transport of hazardous materials, avoid transport of such materials within one-quarter mile of schools, when school is in session, wherever feasible.

b) Where it is not feasible to avoid transport of hazardous materials, within one-quarter mile of schools on local streets, provide notifications of the anticipated schedule of transport of such materials.

Applicability to the Project

No mitigation applies. No schools are located within 0.25 miles of the Project Site. Thus, application of this mitigation measure is not required.

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

PMM HAZ-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to projects that are located on a site which is included on the Cortese List, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) For any listed sites or sites that have the potential for residual hazardous materials as a result of historic land uses, complete a Phase I Environmental Site Assessment, including a review and consideration of data from all known databases of contaminated sites, during the process of planning, environmental clearance, and construction for projects.

b) Where warranted due to the known presence of contaminated materials, submit to the appropriate agency responsible for hazardous materials/wastes oversight a Phase II Environmental Site Assessment report if warranted by a Phase I report for the project site. The reports should make recommendations for remedial action, if appropriate, and be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.

c) Implement the recommendations provided in the Phase II Environmental Site Assessment report, where such a report was determined to be necessary for the construction or operation of the project, for remedial action.

d) Submit a copy of all applicable documentation required by local, state, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II Environmental Site Assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.

e) Conduct soil sampling and chemical analyses of samples, consistent with the protocols established by the U.S. EPA to determine the extent of potential contamination beneath all underground storage tanks (USTs), elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition or construction activities would potentially affect a particular development or building.

f) Consult with the appropriate local, state, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by

soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.

g) Obtain and submit written evidence of approval for any remedial action if required by a local, state, or federal environmental regulatory agency.

h) Cease work if soil, groundwater, or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums, or other hazardous materials or wastes are encountered), in the vicinity of the suspect material. Secure the area as necessary and take all appropriate measures to protect human health and the environment, including but not limited to, notification of regulatory agencies and identification of the nature and extent of contamination. Stop work in the areas affected until the measures have been implemented consistent with the guidance of the appropriate regulatory oversight authority.

i) Soil generated by construction activities should be stockpiled on-site in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Complete sampling and handling and transport procedures for reuse or disposal, in accordance with applicable local, state and federal laws and policies.

j) Groundwater pumped from the subsurface should be contained on-site in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies. Utilize engineering controls, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building.

k) As needed and appropriate, prior to issuance of any demolition, grading, or building permit, submit for review and approval by the Lead Agency (or other appropriate government agency) written verification that the appropriate federal, state and/or local oversight authorities, including but not limited to the Regional Water Quality Control Board (RWQCB), have granted all required clearances and confirmed that the all applicable standards, regulations, and conditions have been met for previous contamination at the site.

l) Develop, train, and implement appropriate worker awareness and protective measures to assure that worker and public exposure is minimized to an acceptable level and to prevent any further environmental contamination as a result of construction.

m) If asbestos-containing materials (ACM) are found to be present in building materials to be removed, submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health and Safety Code Section 25915- 25919.7; and other local regulations.

n) Where projects include the demolitions or modification of buildings constructed prior to 1978, complete an assessment for the potential presence or lack thereof of ACM, lead based paint, and any other building materials or stored materials classified as hazardous waste by state or federal law.

o) Where the remediation of lead-based paint has been determined to be required, provide specifications to the appropriate agency, signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: California Occupational Safety and Health Administration's (Cal OSHA's) Construction Lead Standard, Title 8 California Code of Regulations (CCR) Section 1532.1 and Department of Health Services (DHS) Regulation 17 CCR Sections 35001–36100, as may be amended. If other materials classified as hazardous waste by state or federal law are present, the project sponsor should submit written confirmation to the appropriate local agency that all state and federal laws and regulations should be followed when profiling, handling, treating, transporting, and/or disposing of such materials.

Applicability to the Project

No mitigation applies. The Project is not included on any list compiled pursuant to Government Code Section 65962.5 (i.e., certain hazardous waste facilities, sites that include leaking USTs, contaminated drinking water wells, and landfills with migrating hazardous waste).[6] Thus, application of this mitigation measure is not required.

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

See PMM NOISE-1, below.

6 *Department of Toxic Substance Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed May 8, 2020.*

Applicability to the Project

No mitigation applies. The Project Site is not located within two miles of a public airport or public use airport. The closest airport is the Santa Monica Airport, located approximately 7.5 miles to the northwest. Thus, incorporation of this mitigation measure is not required.

Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

PMM HAZ-5: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Continue to coordinate locally and regionally based on ongoing review and integration of projected transportation and circulation conditions.

b) Develop new methods of conveying projected and real time information to citizens using emerging electronic communication tools including social media and cellular networks;

c) Continue to evaluate lifeline routes for movement of emergency supplies and evacuation.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project would comply with all of the City's requirements for emergency response. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No significant impacts have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

See Impact WF-2, below.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM WF-1, below.

HYDROLOGY AND WATER QUALITY

Impact HYD-1 Potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

PMM HYD-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Complete, and have approved, a Stormwater Pollution Prevention Plan (SWPPP) prior to initiation of construction.

b) Implement Best Management Practices to reduce the peak stormwater runoff from the project site to the maximum extent practicable.

c) Comply with the Caltrans storm water discharge permit as applicable; and identify and implement Best Management Practices to manage site erosion, wash water runoff, and spill control.

d) Complete, and have approved, a Standard Urban Stormwater Management Plan, prior to occupancy of residential or commercial structures.

e) Ensure adequate capacity of the surrounding stormwater system to support stormwater runoff from new or rehabilitated structures or buildings.

f) Prior to construction within an area subject to Section 404 of the Clean Water Act, obtain all required permit approvals and certifications for construction within the vicinity of a watercourse:

g) Where feasible, restore or expand riparian areas such that there is no net loss of impervious surface as a result of the project.

h) Install structural water quality control features, such as drainage channels, detention basins, oil and grease traps, filter systems, and vegetated buffers to prevent pollution of adjacent water resources by polluted runoff where required by applicable urban storm water runoff discharge permits, on new facilities.

i) Provide operational best management practices for street cleaning, litter control, and catch basin cleaning are implemented to prevent water quality degradation in compliance with applicable storm water runoff discharge permits; and ensure treatment controls are in place as early as possible, such as during the acquisition process for rights-of-way, not just later during the facilities design and construction phase.

j) Comply with applicable municipal separate storm sewer system discharge permits as well as Caltrans' storm water discharge permit including long-term sediment control and drainage of roadway runoff.

k) Incorporate as appropriate treatment and control features such as detention basins, infiltration strips, and porous paving, other features to control surface runoff and facilitate groundwater recharge into the design of new transportation projects early on in the process to ensure that adequate acreage and elevation contours are provided during the right-of-way acquisition process.

l) Upgrade stormwater drainage facilities to accommodate any increased runoff volumes. These upgrades may include the construction of detention basins or structures that will delay peak flows and reduce flow velocities, including expansion and restoration of wetlands and riparian buffer areas. System designs shall be completed to eliminate increases in peak flow rates from current levels.

m) Encourage Low Impact Development (LID) and incorporation of natural spaces that reduce, treat, infiltrate and manage stormwater runoff flows in all new developments, where practical and feasible.

Applicability to the Project

No mitigation applies. As discussed in Section 5 (Sustainable Communities Environmental Analysis), the Project would comply with all regional and City requirements related to water quality. The Project would not have the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. No significant impacts have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact HYD-2 Potential to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

PMM HYD-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects from violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Avoid designs that require continual dewatering where feasible.

b) For projects requiring continual dewatering facilities, implement monitoring systems and long-term administrative procedures to ensure proper water management that prevents degrading of surface water and minimizes adverse impacts on groundwater for the life of the project, Construction designs shall comply with appropriate building codes and standard practices including the Uniform Building Code.

c) Maximize, where practical and feasible, permeable surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. Minimize new impervious surfaces, including the use of in-lieu fees and off-site mitigation.

d) Avoid construction and siting on groundwater recharge areas, to prevent conversion of those areas to impervious surface.

e) Reduce hardscape to the extent feasible to facilitate groundwater recharge as appropriate.

Applicability to the Project

No mitigation applies. The Project Site is not a source of groundwater recharge. Thus, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Thus, incorporation of this mitigation measure is not required.

Impact HYD-3a Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on-or off-site.

See PMM HYD-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM HYD-1, above.

Impact HYD-3b Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of flooding on- or off-site.

See PMM HYD-1 and PMM HYD-2, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM HYD-1 and PMM HYD-2, above.

Impact HYD-3c Substantially alter the existing drainage pattern of the site or area, including through the alteration of course of a stream or river through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

See PMM HYD-1 and PMM HYD-2, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM HYD-1 and PMM HYD-2, above.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.

PMM HYD-4: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures capable of avoiding or reducing the potential impacts of locating structures that would impede or redirect flood flows, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Ensure that all roadbeds for new highway and rail facilities be elevated at least one foot above the 100-year base flood elevation. Since alluvial fan flooding is not often identified on FEMA flood maps, the risk of alluvial fan flooding should be evaluated and projects should be sited to avoid alluvial fan flooding. Delineation of floodplains and alluvial fan boundaries should attempt to account for future hydrologic changes caused by global climate change.

Applicability to the Project

No mitigation applies. The Project Site is not in an area susceptible to seiches, tsunamis, or mudflows. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Thus, incorporation of this mitigation measure is not required.

Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

See PMM HYD-2, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM HYD-2, above.

LAND USE AND PLANNNG

Impact MIN-1 Potential to result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

PMM MIN-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the use of mineral resources that could be of value to the region, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Provide for the efficient use of known aggregate and mineral resources or locally important mineral resource recovery sites, by ensuring that the consumptive use of aggregate resources is minimized and that access to recoverable sources of aggregate is not precluded, as a result of construction, operation and maintenance of projects.

b) Where avoidance is infeasible, minimize impacts to the efficient and effective use of recoverable sources of aggregate through measures that have been identified in county and city general plans, or other comparable measures such as:

    1) Recycle and reuse building materials resulting from demolition, particularly aggregate resources, to the maximum extent practicable.

    2) Identify and use building materials, particularly aggregate materials, resulting from demolition at other construction sites in the SCAG region, or within a reasonable hauling distance of the project site.

    3) Design transportation network improvements in a manner (such as buffer zones or the use of screening) that does not preclude adjacent or nearby extraction of known mineral and aggregate resources following completion of the improvement and during long-term operations.

    4) Avoid or reduce impacts on known aggregate and mineral resources and mineral resource recovery sites through the

evaluation and selection of project sites and design features (e.g., buffers) that minimize impacts on land suitable for aggregate and mineral resource extraction by maintaining portions of MRZ-2 areas in open space or other general plan land use categories and zoning that allow for mining of mineral resources.

Applicability to the Project

No mitigation applies. The Project Site is not located within the Los Angeles Downtown Oil Field, a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[7] Thus, incorporation of this mitigation measure is not required.

Impact MIN-2 Potential to result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

See PMM MIN-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM MIN-1, above.

NOISE

Impact NOISE-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

PMM NOISE-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Install temporary noise barriers during construction.

b) Include permanent noise barriers and sound-attenuating features as part of the project design. Barriers could be in the form of outdoor barriers, sound walls, buildings, or earth berms to attenuate noise at adjacent sensitive uses.

[7] *ZIMAS, City of Los Angeles, Parcel Profile Report, August 27, 2020*

c) Schedule construction activities consistent with the allowable hours pursuant to applicable general plan noise element or noise ordinance

d) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

e) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

f) Designate an on-site construction complaint and enforcement manager for the project.

g) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded.

h) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

i) Where feasible, design projects so that they are depressed below the grade of the existing noise-sensitive receptor, creating an effective barrier between the roadway and sensitive receptors.

j) Where feasible, improve the acoustical insulation of dwelling units where setbacks and sound barriers do not provide sufficient noise reduction.

k) Using rubberized asphalt or "quiet pavement" to reduce road noise for new roadway segments, roadways in which widening or other modifications require re-pavement, or normal reconstruction of roadways where re-pavement is planned

l) Projects that require pile driving or other construction noise above 90 dBA in proximity to sensitive receptors, should reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90 dBA; a set of site-specific noise attenuation measures should be completed under the supervision of a qualified acoustical consultant.

m) Use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is compatible with adjacent transportation facilities and land uses;

n) Monitor the effectiveness of noise reduction measures by taking noise measurements and installing adaptive mitigation measures to achieve the standards for ambient noise levels established by the noise element of the general plan or noise ordinance.

o) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction.

p) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

q) Use of portable barriers in the vicinity of sensitive receptors during construction.

r) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts.

s) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

t) Maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise-generating facilities.

u) Construct sound reducing barriers between noise sources and noise-sensitive land uses.

v) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other

measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction.

w) Use techniques such as grade separation, buffer zones, landscaped berms, dense plantings, sound walls, reduced-noise paving materials, and traffic calming measures.

x) Locate transit-related passenger stations, central maintenance facilities, decentralized maintenance facilities, and electric substations away from sensitive receptors to the maximum extent feasible.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential noise impacts in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project would not result in any significant noise impacts. As such, no mitigation is required. Additionally, the Project would be required to comply with various LAMC noise standards:

- The Project shall comply with LAMC Section 112.05(a), which institutes a maximum noise limit from powered construction equipment of 75 dBA at 50 feet of distance.
- The Project shall prohibit Project construction activities between the hours of 9:00 PM and 7:00 AM, Monday through Friday; before 8:00 AM or after 6:00 PM on any Saturday; and on any Sunday or national holiday, pursuant to LMAC Section 41.40(a).
- The Project shall prohibit any amplified noises, especially those from outdoor sources, from exceeding the ambient noise levels of adjacent properties by more than 5 dBA, pursuant to LAMC Section 112.01. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.
- The Project shall prevent heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA, pursuant to LAMC Section 112.02(a).

Thus, incorporation of this mitigation measure is not required.

Impact NOISE-2 Generation of excessive groundborne vibration or groundborne noise levels.

PMM NOISE-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to violating air quality standards, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the potential vibration impacts to the structural integrity of the adjacent buildings within 50 feet of pile driving locations.

b) For projects that require pile driving or other construction techniques that result in excessive vibration, such as blasting, determine the threshold levels of vibration and cracking that could damage adjacent historic or other structure, and design means and construction methods to not exceed the thresholds.

c) For projects where pile driving would be necessary for construction due to geological conditions, utilize quiet pile driving techniques such as predrilling the piles to the maximum feasible depth, where feasible. Predrilling pile holes will reduce the number of blows required to completely seat the pile and will concentrate the pile driving activity closer to the ground where pile driving noise can be shielded more effectively by a noise barrier/curtain.

d) Restrict construction activities to permitted hours in accordance with local jurisdiction regulation.

e) Properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silences, wraps).

f) Prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential noise impacts in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project would not result in any significant vibration impacts. As such, no mitigation is required. Additionally, the Project would be required to comply with LAMC Section 91.3307.1, which requires adjoining public and private property to be protected from damage during construction, remodeling and demolition work. Thus, incorporation of this mitigation measure is not required.

Impact NOISE-3 For a project located within the vicinity of a private airstrip or 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.

See PMM NOISE-1, above

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM NOISE -1, above.

POPULATION AND HOUSING

Impact POP-1 Induce a substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure).

PMM POP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the displacement of existing housing, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. Use an iterative design and impact analysis where impacts to homes or businesses are involved to minimize the potential of impacts on housing and displacement of people.

b) Prioritize the use existing ROWs, wherever feasible.

c) Develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

d) Review capacities of available urban infrastructure and augment capacities as needed to accommodate demand in locations where growth is desirable to the local lead Agency and encouraged by the SCS (primarily TPAs, where applicable).

e) When General Plans and other local land use regulations are amended or updated, use the most recent growth projections and RHNA allocation plan.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to population and housing in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project would not induce substantial unplanned population growth to areas of the region either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., by extending roads and other infrastructure). Thus, incorporation of this mitigation measure is not required.

PUBLIC SERVICES

Impact PSF-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

See PMM PSP-1, below.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM PSP-1, below. The analysis of the Project's potential impacts related to fire protection services in Section 5 (Sustainable Communities Environmental Analysis) concluded that through compliance with existing City regulations (such as the LAMC and Fire Code), the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact PSP-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, need for new or physically altered police facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance *objectives.*

PMM PSP-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new emergency response facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Coordinate with emergency response agencies to ensure that there are adequate governmental facilities to maintain acceptable service ratios, response times or other performance objectives for emergency response services and that any required additional construction of buildings is incorporated in to the project description.
- Where current levels of services at the project site are found to be inadequate, provide fair share contributions towards infrastructure improvements, as appropriate and applicable, to mitigate identified CEQA impacts.

- Project sponsors can and should develop traffic control plans for individual projects. Traffic control plans should include information on lane closures and the anticipated flow of traffic during the construction period. The basic objective of each traffic control plan (TCP) is to permit the contractor to work within the public right of way efficiently and effectively while maintaining a safe, uniform flow of traffic. The construction work and the public traveling through the work zone in vehicles, bicycles or as pedestrians must be given equal consideration when developing a traffic control plan.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to police protection services in Section 5 (Sustainable Communities Environmental Analysis) concluded through compliance with existing regulations (such has the LAMC any standards imposed by the LAPD), the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact PSS-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered education facilities, need for new or physically altered education facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

PMM PSS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of constructing new or physically altered school facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Where construction or expansion of school facilities is required to meet public school service ratios, require school district fees, as applicable.

Applicability to the Project

No mitigation applies. The Project Applicant is required by existing regulations to pay school developer fees, as included in PMM PSS-1. Thus, incorporation of this mitigation measure is not required.

Impact PSL-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities, need for new or physically altered library facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives.

PMM PSL-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects of construction of new or altered library facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Where construction or expansion of library facilities is required to meet public library service ratios, require library fees, as appropriate and applicable, to mitigate identified CEQA impacts.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to library services in Section 5 (Sustainable Communities Environmental Analysis) concluded that library services in the vicinity of the Project Site are adequate to service the Project, and the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

RECREATION

Impact REC-1 Potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

PMM REC-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on the use of existing neighborhood and regional parks or other recreational facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, consider increasing the accessibility to natural areas and lands for outdoor recreation from the proposed project area, in coordination with local

and regional open space planning and/or responsible management agencies.

b) Prior to the issuance of permits, where projects require the construction or expansion of recreational facilities or the payment of equivalent Quimby fees, encourage patterns of urban development and land use which reduce costs on infrastructure and make better use of existing facilities, using strategies such as:

   i. Increasing the accessibility to natural areas for outdoor recreation

   ii. Utilizing “green” development techniques

   iii. Promoting water-efficient land use and development

   iv. Encouraging multiple uses, such as the joint use of schools

   v. Including trail systems and trail segments in General Plan recreation standards.

Applicability to the Project

No mitigation applies. The analysis of the Project’s potential impacts related to parks in Section 5 (Sustainable Communities Environmental Analysis) concluded that through compliance with the LAMC and inclusion of open space and payment of parkland fees, the Project would not result increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact REC-2 Result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, or other performance objectives.

Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

See PMM REC-1, PMM AQ-2, and PMM NOISE-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM REC-1, PMM AQ-2, and PMM NOISE-1, above.

TRANSPORTATION

Impact TRA-1 Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

TRA-2 Conflict or be inconsistent with CEQA Guidelines section 15064.3(b).

PMM TRA-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects related to transportation-related impacts, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- Transportation demand management (TDM) strategies should be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies should incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:
    - -- include TDM mitigation requirements for new developments;
    - -- incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks;
    - -- provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing;
    - -- implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools;
    - -- develop TDM-specific performance measures to evaluate project-specific and system-wide performance;
    - -- incorporate TDM performance measures in the decision-making process for identifying transportation investments;

-- implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and

-- set aside funding for TDM initiatives.

-- The increase in per capita VMT on facilities experiencing LOS F represents a significant impact compared to existing conditions. To assess whether implementation of these specific mitigation strategies would result in measurable traffic congestion reductions, implementing actions may need to be further refined within the overall parameters of the proposed Plan and matched to local conditions in any subsequent project-level environmental analysis.

Applicability to the Project

No mitigation applies. A Vehicle Miles Traveled (VMT) analysis was conducted for the Project as part of the *Transportation Assessment*, prepared by Linscott, Law & Greenspan, dated September 2020 (refer to Appendix J). The Project's VMT impacts were assessed, based on LADOT's VMT Calculator tool. The Project Site is located in the East Los Angeles Area Planning Commission (APC) area, which has an average household VMT of 7.2 per capita. As discussed in the *Transportation Assessment Report*, the Project would have a daily household VMT of 5.8 per capita. Thus, the Project's VMT would fall below LADOT's threshold for the Central APC. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact TRA-3 Substantially increase hazards due to geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

No mitigation measures required.

Applicability to the Project

No mitigation applies. No mitigation measures related to this issue were identified, and no mitigation measures apply to the Project.

Impact TRA-4 Result in inadequate emergency access.

Impact WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan.

PMM TRA-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects which may substantially impair implementation of an adopted emergency response plan or emergency evacuation plan,

as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Prior to construction, project implementation agencies can and should ensure that all necessary local and state road and railroad encroachment permits are obtained. The project implementation agency can and should also comply with all applicable conditions of approval. As deemed necessary by the governing jurisdiction, the road encroachment permits may require the contractor to prepare a traffic control plan in accordance with professional engineering standards prior to construction. Traffic control plans can and should include the following requirements:

    -- Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow.

    -- Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone.

    -- Scheduling of truck trips outside of peak morning and evening commute hours.

    -- Limiting of lane closures during peak hours to the extent possible.

    -- Usage of haul routes minimizing truck traffic on local roadways to the extent possible.

    -- Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction.

    -- Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones.

    -- Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions can and should be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.

- -- Storage of construction materials only in designated areas.
- -- Coordination with local transit agencies for temporary relocation of routes or bus stops in work zones, as necessary.
- -- Ensure the rapid repair of transportation infrastructure in the event of an emergency through cooperation among public agencies and by identifying critical infrastructure needs necessary for: a) emergency responders to enter the region, b) evacuation of affected facilities, and c) restoration of utilities.
- -- Enhance emergency preparedness awareness among public agencies and with the public at large.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to emergency access in Section 5 (Sustainable Communities Environmental Analysis) concluded that through compliance with all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction, the Project would not result in inadequate emergency access. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

TRIBAL CULTURAL RESOURCES

Impact TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

See PMM CULT-1, above.

PMM TCR-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on tribal cultural resources, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria;

b) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: protecting the cultural character and integrity of the resource; protecting the traditional use of the resource; and protecting the confidentiality of the resource;

c) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places; and protecting the resource.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to tribal cultural resources in Section 5 (Sustainable Communities Environmental Analysis) concluded that through compliance with City's Standard Condition of Approval for the Inadvertent Discovery of Unknown Tribal Cultural Resources, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource defined in Public Resources Code section 21074 that is: a) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or b) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

UTILITIES AND SERVICE SYSTEMS

Impact USSW-1 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Impact USSW-2 Comply with federal, state, and local management and reduction statues and regulations related to solid waste.

PMM USSW-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce the generation of solid waste, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

Integrate green building measures with CALGreen (California Building Code Title 24) into project design, including but not limited to the following:

a) Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities.

b) Inclusion of a waste management plan that promotes maximum C&D diversion.

c) Source reduction through (1) use of materials that are more durable and easier to repair and maintain, (2) design to generate less scrap material through dimensional planning, (3) increased recycled content, (4) use of reclaimed materials, and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.).

d) Reuse of existing structure and shell in renovation projects.

e) Development of indoor recycling program and space.

f) Discourage the siting of new landfills unless all other waste reduction and prevention actions have been fully explored. If landfill siting or expansion is necessary, site landfills with an adequate landfill-owned, undeveloped land buffer to minimize the potential adverse impacts of the landfill in neighboring communities.

g) Discourage exporting of locally generated waste outside of the SCAG region during the construction and implementation of a project. Encourage disposal within the county where the waste originates as much as possible. Promote green technologies for long-distance transport of waste (e.g., clean engines and clean locomotives or electric rail for waste-by-rail disposal systems) and consistency with SCAQMD and Connect SoCal policies can and should be required.

h) Encourage waste reduction goals and practices and look for opportunities for voluntary actions to exceed the 80 percent waste diversion target.

i) Encourage the development of local markets for waste prevention, reduction, and recycling practices by supporting recycled content and green procurement policies, as well as other waste prevention, reduction and recycling practices.

j) Develop ordinances that promote waste prevention and recycling activities such as: requiring waste prevention and recycling efforts at all large events and venues; implementing recycled content procurement programs; and developing opportunities to divert food waste away from landfills and toward food banks and composting facilities.

k) Develop and site composting, recycling, and conversion technology facilities that have minimum environmental and health impacts.

l) Integrate reuse and recycling into residential industrial, institutional and commercial projects.

m) Provide education and publicity about reducing waste and available recycling services.

n) Implement or expand city or county-wide recycling and composting programs for residents and businesses. This could include extending the types of recycling services offered (e.g., to include food and green waste recycling) and providing public education and publicity about recycling services.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to solid waste in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project's estimated solid waste generation of approximately 1.07 tons per day could be accommodated by the existing remaining daily capacity of the landfills that serve the Project, and the Project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact USWW-1 Require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects.

See PMM HYD-1, above.

PMM-USWW-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects on utilities and service systems, particularly for construction of wastewater facilities, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

- During the design and CEQA review of individual future projects, implementing agencies and projects sponsors shall determine whether sufficient wastewater capacity exists for the proposed projects. There CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service

provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to wastewater treatment in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project's estimated wastewater generation of approximately 21,575 gallons per day could be accommodated by the existing remaining daily treatment capacity of the Hyperion Treatment Plant. Additionally, the Project would be required to comply with the Los Angeles County Department of Public Works Hydrology Manual for designing and hydrology and drainage infrastructure. The Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm even and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The Project would be required by the City to control stormwater runoff from the Project Site to meet these requirements. The Project would not require or result in the relocation or construction of new or expanded wastewater treatment or storm drainage facilities, the construction or relocation of which could cause significant environmental effects. No significant impacts related to these issues have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact USWW-2 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

See PMM USWW-1, above

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM USWW-1, above.

Impact USWS-1 Require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects.

PMM-USWS-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation

systems, educating other public agencies about water use, and installing related water pricing incentives

b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible.

c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair.

d) For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to water facilities in Section 5 (Sustainable Communities Environmental Analysis) concluded that the Project's estimated water consumption of approximately 25,540 gallons per day could be accommodated by the existing water conveyance infrastructure serving the Project Site, and the Project would not require or result in the relocation or construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact USWS-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years.

See PMM USWS-1, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM USWS-1, above.

WILDFIRE

Impact WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

PMM WF-1: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Launch fire prevention education for local cities and counties such that local fire agencies, homeowners, as well as commercial and industrial businesses are aware of potential sources of fire ignition and the related procedures to curb or lessen any activities that might initiate fire ignition.

b) Ensure structures in high fire risk areas are built to current state and federal standards which serve to greatly increase the chances the structure will survive a wildfire and also allow for people to shelter-in-place.

c) Improve road access for emergency response and evacuation so people can evacuate safely and timely when necessary.

d) Improve, and educate regarding, local emergency communications and notifications with residents and businesses.

e) Enforce defensible space regulations to keep overgrown and unmanaged vegetation, accumulations of trash and other flammable material away from structures.

f) Provide public education about wildfire risk and fire prevention measures, and safety procedures and practices to allow for safe evacuation and/or options to shelter-in-place.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to wildfire in Section 5 (Sustainable Communities Environmental Analysis) concluded that through compliance with the City's Brush Clearance Requirements, the Project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment.

See PMM HAZ-4, above.

PMM WF-2: In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the State CEQA_Guidelines, a Lead Agency for a project can and should consider mitigation measures to wildfire risk, as applicable and feasible. Such measures may include the following or other comparable measures_identified by the Lead Agency:

a) New development or infrastructure activity within very high hazard severity zones or SRAs shall be required to:

- -- Submit a fire protection plan including the designation of fire watch staff;
- -- Maintain water and other fire suppression equipment designated solely for firefighting on site for any construction and maintenance activities;
- -- Locate construction and maintenance equipment in designated "safe areas" such that they do not discharge combustible materials; and
- -- Designate trained fire watch staff during project construction to reduce risk of fire hazards.

Applicability to the Project

No mitigation applies. The analysis of the Project's potential impacts related to wildfire in Section 5 (Sustainable Communities Environmental Analysis) concluded that through compliance with the City's Brush Clearance Requirements and the inclusion of a fire protection sprinkler system, the Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment. No significant impacts related to this issue have been identified, and no mitigation measures are required. Thus, incorporation of this mitigation measure is not required.

Impact WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes.

See PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4, above.

Applicability to the Project

No mitigation applies. See discussion of the applicability of PMM WF-1, PMM WF-2, PMM HYD-1 and PMM HAZ-4, above.

5 SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

In 2013, the State of California enacted Senate Bill 743 (SB 743), which made several changes to the California Environmental Quality Action (CEQA) for projects located in areas served by transit. Specifically, Public Resources Code (PRC) Section 21099 provides that “aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.” PRC Section 21099 defines a “transit priority area” as an area within one-half mile of a major transit stop that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.” PRC Section 21064.3 defines “major transit stop” as the following:

(a) An existing rail or bus rapid transit station.
(b) A ferry terminal served by either a bus or rail transit service.
(c) 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.

PRC Section 21155 (b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155 (b), it also includes major transit stops that are included in the applicable regional transportation plan.

PRC Section 21099 defines an infill site as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds set forth by the City.

On February 10, 2016, the City issued Zoning Information File No. 2452 to clarify the locations of transit priority areas within the City, which restate that aesthetic impacts shall not be considered a significant impact on the environment under the provisions of SB 743 (refer to Appendix A). Specifically, Zoning Information File No. 2452 states that impacts to visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined by the City, shall not be considered an impact for infill projects within transit priority areas pursuant to CEQA. A map of transit priority areas is attached to Zoning Information File No. 2452 in Appendix A. As shown on that map and as confirmed by the City's Zone Information and Map Access System (ZIMAS) website, the Project Site is located in a transit priority area. Thus, the Project's aesthetic (and parking) impacts are not considered significant impacts on the environment pursuant to PRC Section 21099. No further assessment of the Project's aesthetics impacts is required. However, an assessment of the Project's aesthetics impacts is provided below for informational purposes only.

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with a mix of commercial and residential uses. Views in the vicinity of the Project Site and/or that include the Project Site are limited to those of existing development. Any views that might be considered scenic (such as those of mountain ranges, the ocean, or Downtown Cityscape) are not readily available from the Project Site area due to distance and intervening development. As such, the proposed development of the Project Site would not have a substantial adverse effect on a scenic vista. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

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

Less Than Significant Impact. The Project Site is not located within view from a state scenic highway. Thus, the Project would not damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings, within a state scenic highway. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project Site is located in a highly urbanized area of the City. The Project Site area includes a mix of low- to medium density single-family and multi-family residential housing, in addition to commercial uses along Sunset Boulevard. This existing development reflects a variety of architectural styles and ages of development. The Project includes development of a multi-family residential building with 176 units. Located on a hillside, the Project Site faces three streets – Sunset Boulevard, Mohawk Street, and Elsinore Street. The design concept for the Project is inspired by the site's terrain and surrounding development. The Project's floor plates would act as extrusions out of and up from the topography. Each floor plate would be clearly defined as a continuous band of balconies or cornices that wrap around the building. The bands would have varied angles, giving movement and liveliness to the overall design. At the upper levels, the floor plates would step back to enhance the variation of the façade, further mimicking the slope of the site. A roof deck facing Elsinore Street further would step the building massing down to three stories, so the building blends in with the scale of the neighborhood. Along Sunset Boulevard, a courtyard at the third floor would break up the building's façade to reduce the Project's scale, while providing visual interest and a place for residents to engage with the street below and the community beyond. The live/work units located along the first floor would engage the street with public entrances, which would create transparency and activity at the pedestrian level.

The materiality of the building is influenced by the surrounding context, which is fairly eclectic and a little bohemian. Natural materials and colors would bring warmth to the façades, while large windows and balcony doors would create openness and connections to the city. Corrugated metal stair towers and metal mesh railings in various shades of gray would balance the warmth of the wood and plaster that wraps around the building.

The Project would be designed and constructed in accordance with all applicable zoning regulations. Additionally, the Project would be required to undergo Site Plan Review to ensure consistency with applicable City standards. Thus, the Project would not conflict with applicable zoning or other regulations governing scenic quality. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Project Site is located in a highly urbanized area of the City, along the Sunset Boulevard corridor, which is developed with a mix of commercial and residential uses. The Project Site is located within an existing mixed residential neighborhood that is generally bound by Sunset Boulevard to the south, Waterloo Street to the west, Elsinore Street to the north, and Mohawk Street to the east. Other uses in the greater Project Site area include a mix of commercial and residential uses along Sunset Boulevard, with mixed residential extending north and south of Sunset Boulevard and east and west of the Project Site. All existing development surrounding and near the Project Ste include sources of existing light and glare, typical of an urban area. The Project would include interior and exterior lighting that complies with the Los Angeles Municipal Code (LAMC) provision that requires minimizing the effect of the new sources of lighting. Specifically, LAMC Section 91.0117(a) requires that no exterior light source may cause more than two foot-candles (21.5 lx) of lighting intensity or generate direct glare onto exterior glazed windows or glass doors; elevated habitable porch, deck, or balcony; or any ground surface intended for uses such as recreation, barbecue or lawn areas or any other property containing a residential unit or units. Consequently, no substantial changes in nighttime illumination would occur that would adversely affect nighttime views in the area and prevent spillover lighting. Also, the Project would use non-reflective glass. Thus, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Pursuant to PRC Section 21099, the Project's aesthetics impacts would not be significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site is not included in the Important Farmland category.[1] Therefore, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is not zoned for agricultural use, and the site is not under Williamson Act contract.[2] Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

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

No Impact. The Project Site is not zoned as forest land or timberland, nor does the site contain any forest land or timberland. Therefore, no impacts related to this issue would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site does not contain any forest land. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project Site and surrounding area are developed with urban land uses. No agricultural uses are located on the Project Site or within the area. Therefore, no impacts related to this issue would occur.

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1 *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland, 1998.*

2 *Ibid.*

Cumulative Impacts

The three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) are located in highly urban areas. Neither the Project Site nor any of the related projects' sites are used or designated as agricultural land or forest land. Therefore, no cumulative impacts related to agricultural resources would occur.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

The analysis provided below is primarily based on technical data prepared by DKA Planning (refer to Appendix B).

INTRODUCTION

In the case of projects proposed within the City or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the 2016 Air Quality Management Plan (AQMP), which was adopted by the South Coast Air Management District (SCAQMD) on March 3, 2017.

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes

permitting requirements, inspects emissions sources, and enforces measures through educational programs or fines, when necessary.[3]

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 (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), particulate matter ten microns or less in diameter (PM_{10}), 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.[4] 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 (O_3) is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG) and nitrogen oxides (NO_X) react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; rather, it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 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 O_3 at levels typically observed in Southern California can result in breathing pattern

3 *SCAQMD, http://www.aqmd.gov/nav/about.*

4 *Inversion is 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.*

changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

- Nitrogen Dioxide (NO_2) like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 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 NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (2-3 years old) has been observed at concentrations below 0.3 ppm.

- Sulfur Dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 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 1/28th 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 SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7th the thickness of a human hair. Major sources of PM_{10} 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 PM_{10} 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 PM_{10} 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 PM_{10} 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 overall 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 lead-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

The United States Environmental Protection Agency (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. USEPA 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 California Air Resources Board (CARB).

As required by the CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as attainment, non-attainment, or maintenance for each criteria pollutant based on

whether the NAAQS have been achieved. The federal standards are summarized on Table III-1. The USEPA has classified the Basin as a non-attainment area for O_3, $PM_{2.5}$, and PM_{10} and maintenance for CO and NO_2.

Table III-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)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.075 ppm (147 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Non-attainment
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	15 µg/m^3	Non-attainment
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)	Non-attainment	53 ppb (100 µg/m^3)	Maintenance
	1-hour	0.18 ppm (338 µg/m^3)	Non-attainment	100 ppb (188 µg/m^3)	Maintenance
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	Non-attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Attainment

[1]N/A = CARB has not determined 8-hour O_3 attainment status
Source: CARB, Ambient Air Quality Standards, and attainment status, 2018, (www.arb.ca.gov/desig/adm/adm.htm).

State

In addition to being subject to the requirements of 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 equal to or 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 on Table III-1.

The CCAA requires CARB to designate areas within California as either attainment or non-attainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment 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 non-attainment. Under the CCAA, the Los Angeles County portion of the Basin is designated as a non-attainment area for O_3, $PM_{2.5}$, PM_{10}, NO_2 and Pb.[5]

Local

South Coast Air Quality Management District

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

5 *CARB, Area Designation Maps, available at http://www.arb.ca.gov/desig/adm/adm.htm, accessed August 17, 2013.*

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 Basin, which covers an area of 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 the San Diego County line 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 non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the AQMP to address CAA and CCAA requirements by identifying policies and control measures. The Southern California Association of Governments (SCAG) assists by preparing the transportation portion of the AQMP.

In addition to criteria pollutants, the SCAQMD also regulates air toxics. A cornerstone of its work was the development of the Multiple Air Toxics Exposure Study (MATES-III). The monitoring program measured more than 30 air pollutants, including both gases and particulates, and estimated the risk of cancer from breathing toxic air pollution throughout the region. MATES-III found that the cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million to 1,400 in a million, with an average regional risk of about 1,200 in a million. An addendum to the plan was completed in March 2004 that included an update on the implementation of the mobile and stationary source strategies.

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.

City of Los Angeles

The Project Site is located in the Silver Lake - Echo Park - Elysian Valley (SLEPEV) Community Plan Area. Air quality policies are governed by the City's General Plan, which includes an Air Quality Element. Adopted on November 24, 1992, the Element includes six key goals that relate directly or indirectly to air quality:

1. Good air quality in an environment of continued population growth and healthy economic structure.

2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.

3. Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

4. Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

6. Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

Air Pollution Climatology

The Project Site is located within 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 NO_2 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 NO_2 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. NO_2 concentrations are also generally higher during fall and winter days.

Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's Central Los Angeles receptor area. Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. Table III-2 shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2017 through 2019. The one-hour State standard for O_3 was exceeded eight times during this three-year period while the federal standard was exceeded 20 times in that period. In addition, the daily State standard for PM_{10} was exceeded 75 times, with a substantial reduction in exceedances in 2019. The daily federal standard for $PM_{2.5}$ was exceeded nine times. CO, NO_2, and SO_2 levels did not exceed the CAAQS from 2017 to 2019 for 1-hour (and 8-hour for CO).

Table III-2
Ambient Air Quality Data

Pollutant	Pollutant Concentration & Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
		2017	2018	2019
Ozone	Maximum 1-hour Concentration (ppm)	0.116	0.098	0.080
	Days > 0.09 ppm (State 1-hour standard)	6	2	0
	Days > 0.075 ppm (Federal 8-hour standard)	14	4	2
Carbon Monoxide	Maximum 1-hour Concentration (ppm)	1.9	2.0	2.0
	Days > 20 ppm (State 1-hour standard)	0	0	0
	Maximum 8-hour Concentration (ppm)	1.6	1.7	1.6
	Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hour Concentration (ppm)	0.0806	0.0701	0.0697
	Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}	Maximum 24-hour Concentration (µg/m^3)	96	81	62
	Days > 50 µg/m^3 (State 24-hour standard)	41	31	3
$PM_{2.5}$	Maximum 24-hour Concentration (µg/m^3)	44.4	49.2	43.5
	Days > 35 µg/m^3 (Federal 24-hour standard)	5	3	1
Sulfur Dioxide	Maximum 24-hour Concentration (ppm)	5.7	17.9	10.0
	Days > 0.04 ppm (State 24-hour standard)	0	0	0

Source: SCAQMD annual monitoring data (http://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year) accessed November 17, 2020.

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. SCAQMD's *CEQA Air Quality Handbook* identifies the following criteria for assessing a project's consistency with the AQMP:

1. Whether the project would result in any of the following:

    a. An increase in the frequency or severity of existing air quality violations; or

    b. Cause or contribute to new air quality violations; or

    c. Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. Would the project exceed the assumptions utilized in preparing the AQMP?

    a. Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;

    b. Does the Project include air quality mitigation measures; or

    c. To what extent is Project development consistent with the AQMP land use policies?

As discussed below, the Project would be consistent with these criteria, and the Project would be consistent with the AQMP. Therefore, no impacts related to this issue would occur as a result of the Project.

Discussion of Criterion 1

As discussed in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant), the Project would not generate any pollutant emissions in excess of SCAQMD's significance thresholds. Thus, the Project would not result in an increase in the frequency or severity of existing air quality violations; would not cause or contribute to new air quality violations; or delay the timely attainment of air quality standards or an interim emission reductions specified in the AQMP.

Discussion of Criterion 2

A project is consistent with the AQMP, in part, if the project is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2016 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan, which serves

as a comprehensive long-term plan for future development of the City, and SCAG's 2016-2040 RTP/SCS.[6]

The 2016–2040 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area and are used by SCAG in all phases of implementation and review. Based on SCAG population projections in the 2016-2040 RTP/SCS, the City's projected total 2020 population will be 4,056,231.[7] In 2024 (Project buildout year), the City is anticipated to have a population of approximately 4,161,597 persons and in 2040, the City is anticipated to have a population of approximately 4,609,400 persons.[8]

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of parking. Of the 176 proposed units, 18 would be designated as Extremely Low Income Households. Based on the City's current household demographics (e.g., an average of 2.42 persons per household), the Project would add a residential population of approximately 426 people to the Project Site. The Project's new residential population would represent approximately 0.4 percent of the population growth forecasted by SCAG in the City between 2020 and 2024, and approximately 0.07 percent of the population growth forecasted by SCAG in the City between 2020 and 2040. Thus, the Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site have been accounted for in the region's emissions inventory for the 2016-2040 RTP/SCS and AQMP.

As discussed in the remainder of this air quality analysis, because the Project would not result in any significant air quality impacts, the Project would not require implementation of any air-quality-related mitigation measures.

With regard to the Project's consistency with the land use policies set forth in the AQMP, the AQMP's air quality policies focus on the reduction of vehicle trips and vehicle miles traveled (VMT). The Project would serve to implement a number of land use policies of the City, SCAQMD, and SCAG. The Project is an infill development within the urbanized Sunset Boulevard corridor that would add a multi-family residential use within a High

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6 *The RTP/SCS has been updated since the 2016-2040 RTP/SCS version was adopted. However, the RTP/SCS that is relevant to the 2016 AQMP is the 2016-2040 RTP/SCS.*

7 *The "baseline" year for the Project is 2020. The 2016-2040 RTP/SCS included a 2012 population for the City of approximately 3,845,500, with a projected 2040 population of approximately 4,609,400, for a straight-line average growth of approximately 27,282 people per year. Based on this, the estimated 2020 population for the City is 4,056,231.*

8 *2016-2040 RTP/SCS, Demographics & Growth Forecast.*

Quality Transit Area (HQTA). "Green" principles would be incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and the California Green Building Standards Code (CALGreen) through energy conservation, water conservation, and waste reduction features.

The air quality plan applicable to the Project Site area is the 2016 AQMP. The 2016 AQMP is the SCAQMD plan for improving regional air quality in the Basin. The 2016 AQMP is the current management plan for continued progression toward clean air and compliance with State and federal requirements. It includes a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources and area sources. The 2016 AQMP also incorporates current scientific information and meteorological air quality models. It also updates the federally approved 8-hour O_3 control plan with new commitments for short-term NO_X and VOC reductions. The 2016 AQMP includes short-term control measures related to facility modernization, energy efficiency, good management practices, market incentives, and emissions growth management.

As demonstrated in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant), the Project would not result in significant regional emissions. The 2016 AQMP adapts previously conducted regional air quality analyses to account for the recent unexpected drought conditions and presents a revised approach to demonstrated attainment of the 24-hour $PM_{2.5}$ NAAQS for the Basin. The Project would be required to comply with all new and existing regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2016 AQMP.

For these reasons, the Project would be consistent with the 2016 AQMP, and impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2016.3.2 model and assumes the Project's construction schedule of approximately 28 months. Table III-3 summarizes the estimated construction schedule that was modeled for air quality impacts.

Table III-3
Estimated Construction Schedule

Phase	Duration	Notes
Demolition	Months 1-2	20,000 square feet of building material demolished and hauled in 16-cubic yard capacity trucks up to 40 miles to an off-site landfill
Grading	Months 3-6	47,000 cubic yards of soil export hauled in 16-cubic yard capacity trucks up to 40 miles
Site Preparation	Months 5-6	
Building Construction	Months 9-24	
Architectural Coatings	Months 25-28	The Architectural Coatings phase overlaps with the last 3 months of the Building phase.
Source: DKA Planning, 2020.		

The Project would be required by the City to comply with the following regulations:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- SCAQMD Rule 1121, controls NO_x from residential-type natural gas fired heaters.
- SCAQMD Rule 1403, outlines requirements associated with asbestos emissions from demolition/renovation activities.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

Construction

Construction-related emissions were estimated using SCAQMD's CalEEMod 2016.3.2 model using assumptions from the Project's developer, including the Project's construction schedule of approximately 28 months. As shown on Table III-4, construction of the Project would not produce regional or localized criteria pollutant emissions in excess of the SCAQMD's regional thresholds. Therefore, the Project's construction-related emissions impacts would not be cumulatively considerable.

Table III-4
Estimated Daily Construction Emissions

Construction Phase Year	*Pounds Per Day*					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2021	2	21	15	<1	2	1
2022	3	40	22	<1	4	4
2023	12	16	21	<1	3	1
2024	12	1	3	<1	1	<1
Maximum Regional Total	**12**	**40**	**22**	**<1**	**4**	**2**
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	**12**	**20**	**14**	**<1**	**3**	**2**
Localized Significance Threshold	--	74	680	--	5	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

Note: The estimated construction dates were used for the purposes of modeling air quality emissions using the CalEEMod software. If construction activities commence later than what was assumed in this environmental analysis, the actual emissions would be lower than analyzed, because of the increasing penetration of newer equipment with lower certified emission levels. This analysis assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions).

Source: DKA Planning, 2020, based on CalEEMod 2016.3.2 model runs. LST analyses based on a 1-acre site with a 25-meter distance to receptors in Central Los Angeles source receptor area. Refer to Appendix B.

Operation

Operational criteria pollutant emissions would come from area sources and mobile sources associated with the Project. Area sources include natural gas for space heating and water heating, gasoline-powered landscaping and maintenance equipment, consumer products, such as household cleaners, and architectural coatings for routine

maintenance. Additionally, the Project could add up to 648 net new vehicle trips on a peak weekday at the start of operations.[9]

As shown on Table III-5, operation of the Project would not generate regional or localized criteria pollutant emissions in excess of SCAQMD's significance thresholds. Therefore, the Project's operation-related emissions impacts would not be cumulatively considerable.

Table III-5
Estimated Daily Project Operational Emissions

Emissions Source	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Source	4	<1	15	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	1	5	16	<1	5	2
Total Regional Operational Emissions	***5***	***6***	***31***	***<1***	***6***	***2***
SCAQMD Regional Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Total Localized Operational Emissions	***3***	***<1***	***14***	***<1***	***<1***	***<1***
SCAQMD Localized Threshold	*N/A*	*74*	*680*	*-*	*2*	*1*
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

Note: Sums might not add up to rounding.

LST analyses based on 1-acre site with 25-meter distances to receptors in Central LA source receptor area.

Source: DKA Planning, 2020. Refer to Appendix B.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors in the vicinity of the Project Site include the following:

- Multi-family residences, 1113-1115 Mohawk Street, 5 feet south of the Project Site.
- Multi-family residences, 1127-1129 Mohawk Street, 5 feet north of the Project Site.
- Multi-family residences, 2237 Sunset Boulevard, 5 feet west of the Project Site.

9 *Transportation Assessment Report, Linscott, Law & Greenspan, Engineers, September 2020. Refer to Appendix J.*

- Single-family residence, 2214 Elsinore Street, 10 feet east of the Project Site.
- Multi-family residences, 2222 Elsinore Street, 40 feet north of the Project Site to the residential structure.
- Multi-family residences, 1118 Mohawk Street, 60 feet east of the Project Site.
- Los Angeles Public Library – Edendale Branch; 2011 Sunset Boulevard, 820 feet east of the Project Site.

As discussed in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant), in terms of localized emissions, the Project would not produce localized criteria pollutant emissions in excess the SCAQMD's recommended localized standards of significance. With regard to TAC emissions on-site, the Project would not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes or automotive servicing facilities. As a result, the Project would not create substantial concentrations of TACs during its normal operation. 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.[10] However, the proposed residential uses would not generate any truck trips. In addition, the CARB-mandated regulations limit diesel-fueled commercial vehicles to idle no more than five minutes at any given time, further limiting diesel particulate emissions. For these reason, the Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, Project impacts related to this issue would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

No Impact. The Project includes development of the Project Site with a 176-unit multi-family residential building. This use would not generate harmful odors. Trash receptacles for the Project would be covered, and odors from trash would be contained within the trash area. Thus, the Project would not create objectionable odors affecting a substantial number of people. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

Cumulative air quality impacts are discussed in response to Checklist Question III(b) (Air Quality – Cumulatively Considerable Net Increase of Criteria Pollutant). As discussed there, SCAQMD recommends that any construction-related emissions and operational

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

emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also would be considered cumulatively considerable. Individual projects that generate emissions below SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. As the Project's emissions during construction and operation would not exceed any applicable significance threshold, the Project's contribution to any cumulative air quality impacts would not be considerable, and cumulative impacts related to air quality would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Less Than Significant Impact. The Project Site comprises six parcels and is located in an urbanized and developed area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. There are 27 trees on the Project Site (refer to the Tree Report in Appendix C), none of which are considered protected trees per the City's Tree Ordinance, that would be removed as part of the Project and replaced in accordance with the City's tree replacement requirements. These trees could potentially provide nesting sites for migratory birds. Thus, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15th to August 15th) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure impacts related to nesting birds would be less than significant.

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

No Impact. The Project Site comprises six parcels and is located in an urbanized area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. No riparian habitat or other sensitive natural community exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, no impacts related to this issue would occur as a result of the Project.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site comprises six parcels is located in an urbanized area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are

currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. No wetlands exist at the Project Site or in the immediate vicinity of the site. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts related to this issue would occur as a result of the Project.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Project Site comprises six parcels is located in an urbanized area of the City. Four parcels are currently developed with four single-family homes, one duplex, two commercial buildings, and four ancillary buildings, and the remaining two parcels are currently vacant. The vegetation on the vacant parcels is regularly mowed, trimmed, and maintained for fire protection purposes. The Project Site is not part of a migratory wildlife corridor or native wildlife nursery. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Therefore, no impacts related to this issue would occur as a result of the Project.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. In accordance with the LAMC Section 17.02 protected trees are defined as follows:

Any of the following Southern California native tree or shrub species:

- Oak tree including Valley Oak *(Quercus lobata)* and California Live Oak *(Quercus agrifolia),* or any other tree of the oak genus indigenous to California but excluding the Scrub Oak *(Quercus dumosa)*
- Southern California Black Walnut *(Juglans californica var. californica)*
- Western Sycamore *(Platanus racemosa)*
- California Bay *(Umbellularia californica)*
- Mexican Elderberry (*Sambucus Mexicana*)
- Toyon (*Heteromeles arbutifolia*)

As stated previously, a total of 27 trees are located on the Project Site. These trees include the following:

- 1 Mexican fan palm
- 1 naked coral
- 1 lemon
- 1 avocado
- 1 pecan
- 5 Spanish dagger
- 7 eucalyptus
- 4 California pepper
- 1 Canary Island palm
- 2 Indian laurel fig
- 1 walnut
- 1 olive
- 1 Palo Verde

None of these trees are protected species as defined above (refer to the Tree Report in Appendix C). The Applicant would be required to plant replacement trees on or adjacent to the Project Sites in conformance with the City's Urban Forestry Division requirements for Project landscaping and tree replacement and planting. Compliance with the City's tree removal/replacement requirements would ensure no significant impacts related to biological resources, in particular trees, would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. Therefore, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

The three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) are located in highly urban areas and likely do not contain significant biological resources, such as candidate, sensitive or special status species, riparian habitat, sensitive natural communities, and wetlands, and are not part of a wildlife corridor or significant ecological area (SEA) or subject to a habitat conservation plan, a natural community conservation plan, or other such plan. All related projects with existing trees would be required to comply with the requirements of the MBTA. Because the Project would not result in any impacts related to biological resources, the Project does not have the potential to contribute to any cumulative biological resources impacts. Therefore, cumulative impacts related to biological resources would be less than significant.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. The analysis of Project impacts on historical resources below is based on the following (refer to Appendix D):

- *Historical Resources Assessment Report, Architectural Resources Group, May 15, 2020.*

Regulatory Framework

National Register of Historic Places

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. Established under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Eligibility for in the National Register is addressed in National Register Bulletin (NRB) 15: How to Apply the National Register Criteria for Evaluation. NRB 15 states that in order to be eligible for the National Register, a resource must both: (1) be historically significant, and (2) retain sufficient integrity to adequately convey its significance. Significance is assessed by evaluating a resource against established eligibility criteria. A resource is considered significant if it satisfies any one of the following four National Register criteria:

- Criterion A (events): associated with events that have made a significant contribution to the broad patterns of our history;

- Criterion B (persons): associated with the lives of significant persons in our past;
- Criterion C (architecture): embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D (information potential): has yielded or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or integrity – to convey the reason(s) for its significance. Integrity is best described as a resource's "authenticity" as expressed through its physical features and extant characteristics. Generally, if a resource is recognizable as such in its present state, it is said to retain integrity, but if it has been extensively altered then it does not. Whether a resource retains sufficient integrity for listing is determined by evaluating the following seven aspects of integrity defined by NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);
- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time);
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a "yes or no" determination – that is, a resource either retains sufficient integrity, or it does not. Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for the resource's significance.

Since integrity depends on a resource's placement within a historic context, integrity can be assessed only after it has been concluded that the resource is in fact significant.

California Register of Historical Resources

The California Register of Historical Resources (California Register) is an authoritative guide used to identify, inventory, and protect historical resources in California. Established by an act of the State Legislature in 1998, the California Register program encourages public recognition and protection of significant architectural, historical, archeological, and cultural resources; identifies these resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA).

The structure of the California Register program is similar to that of the National Register, though the former more heavily emphasizes resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant under one of the following four criteria, which are modeled after the National Register criteria listed above:

- Criterion 1 (events): associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2 (persons): associated with the lives of persons important to local, California, or national history;
- Criterion 3 (architecture): embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
- Criterion 4 (information potential): has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

Mirroring the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of integrity used for the National Register. However, since integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

Certain properties are automatically listed in the California Register, as follows:

- All California properties that are listed in the National Register;

- All California properties that have formally been determined eligible for listing in the National Register (by the State Office of Historic Preservation);
- All California Historical Landmarks numbered 770 and above; and
- California Points of Historical Interest which have been reviewed by the State Office of Historic Preservation and recommended for listing by the State Historical Resources Commission.

Resources may be nominated directly to the California Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register. There is no prescribed age limit for listing in the California Register, although guidelines state that sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with a resource.

City of Los Angeles Cultural Heritage Ordinance

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts.

The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 et seq. of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, meaning that it meets one or more of the following criteria:

1. It is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community; or
2. It is associated with the lives of historic personages important to national, state, city, or local history; or
3. It embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all. The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historic resources in municipalities where the historic preservation ordinance does not provide guidance for assessing integrity, in accordance

with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

City of Los Angeles Historic Preservation Overlay Zone Ordinance

Historic districts in Los Angeles are regulated by the Historic Preservation Overlay Zone (HPOZ) Ordinance. The City of Los Angeles established the HPOZ ordinance in 1979. The ordinance was revised in 1997, 2000, 2004, and 2017. According to §12.20.3.B.17 of the Los Angeles Municipal Code (LAMC), an HPOZ is "any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance." The ordinance describes the procedures for the creation of new HPOZs, the powers and duties of HPOZ boards, and the review process for development projects within HPOZs. New HPOZ designations are typically initiated by the City Council through a motion of the Councilmember of the district, though the Director of Planning,

the Cultural Heritage Commission, the City Planning Commission, or the owners and renters of properties within the district may also initiate an HPOZ designation. Once the designation is initiated, a historic resource survey of the district is completed by a qualified professional and reviewed for completeness and accuracy by City staff; public workshops and hearings are conducted; the survey is certified by the Cultural Heritage Commission; and the zoning changes associated with the HPOZ are ultimately adopted by the City Planning Commission and City Council.

Assessment Methodology

Field and Research Methods

Preparation of the Historical Resources Assessment Report prepared for the Project by Architectural Resources Group (ARG) (refer to Appendix D) included the following tasks related to research, documentation, and analysis:

- Reviewed pertinent background materials including a previous Historic Resource Evaluation Report of the Site by Kaplan Chen Kaplan (2010), prepared as part of a previous entitlements package; documentation related to an unsuccessful HCM nomination for the rear house at 2231½ Sunset

Boulevard (2011); and the SurveyLA Historic Resources Survey Report and findings for the Silver Lake-Echo Park-Elysian Valley Community Plan Area (GPA Consulting, Inc., 2014);

- Reviewed pertinent federal and state technical bulletins, local ordinances, and other reference materials related to the evaluation of historical resources;
- Reviewed applicable historical building permits for the subject properties;
- Conducted a search in the California Historic Resources Inventory (HRI) database for previous survey and evaluation data;
- Conducted supplemental research to glean additional information about each building's development history, design, occupancy, and potential historical significance;
- Identified and summarized applicable historic contexts and themes;
- Evaluated each building against eligibility criteria for the National Register, the California Register, and as a Los Angeles HCM, and also evaluated their potential for listing as a Los Angeles HPOZ; and
- Reviewed the Project and evaluated its potential to impact historical resources under CEQA.

Research materials were culled from the following sources: the Los Angeles Public Library; the archives of the Los Angeles Times and other local periodicals; building permits obtained from the Los Angeles Department of Building and Safety; historic Los Angeles city directories; technical assistance bulletins published by NPS and the California Office of Historic Preservation (OHP); online image collections of the California State Library and USC Library; various online repositories; and ARG's in-house collection of architectural books and reference materials.

In addition to archival research, ARG conducted a site visit on December 12, 2019 to assess and document existing conditions. During the site visit, each building was documented with written notes and digital photographs.

Previous Evaluations and Designations

None of the buildings on the Project Site – 2225-2229 Sunset Boulevard, 2231-2235 Sunset Boulevard, 2216-2218 Elsinore Street, and 1121 Mohawk Street – is currently designated under federal, state, or local registration programs. They do not appear to have been identified in any historic resources surveys, and are not listed in the HRI database for Los Angeles County (last updated 2012).

In 2009, four parcels on Sunset Boulevard (with the address range of 2223-2235 Sunset Boulevard) and the adjacent parcel at 2216-2218 Elsinore Street were the subject of a proposed development project. The property at 1121 Mohawk Street does not appear to have been a part of this project. The proposed project consisted of "the construction of an approximately 142,126-square-foot mixed-use project consisting of 62 residential dwelling units in two buildings and about 9,997 square feet of commercial area and providing 113 parking spaces." All existing improvements on site were slated for demolition to accommodate construction of the proposed project.

As part of the Department of City Planning's environmental review process for this project, Kaplan Chen Kaplan prepared a Historic Resource Evaluation Report in December 2010. The report evaluated extant built resources on the project site, and concluded that none of the resources appear to meet federal, state, or local eligibility criteria. In January 2011, Kaplan Chen Kaplan submitted a supplemental report that responded to comments from the Office of Historic Resources (OHR). OHR staff concurred with the findings of the Kaplan Chen Kaplan reports. OHR staff further "determined that the subject properties impacted by the proposed development project do not appear to be eligible for listing as contributors to a potential district and that there does not appear to be a grouping of buildings that constituted a historic district." In April 2011, the City Planning Commission adopted a Mitigated Negative Declaration (MND) for the proposed development project. However, the project was not constructed.

Also in April 2011, a Historic-Cultural Monument (HCM) nomination was submitted for the rear house at 2231-2235 Sunset Boulevard. The house, identified as 2231½ Sunset Boulevard, was nominated because of its purported association with Anna Zacsek (1896-1973), who resided in the house as a young child, between the ages of 6 and 14. Zacsek later changed her name to Olga Grey, and "would go on to have a long and varied career as a silent movie actress, theater director, and civil rights attorney." OHR staff reviewed the nomination, and in a October 2011 staff report recommended that the Cultural Heritage Commission not take the property under further consideration "because the application and accompanying photo documentation do not suggest the submittal warrants further investigation." OHR staff concluded that the house did not meet HCM criteria, and that even if it had meet criteria it had been altered to the extent that it lacked integrity. At its October 20, 2011 hearing the Cultural Heritage Commission voted not take the property under further consideration, per staff's recommendation.

In 2014, the four properties that are the subject of the Historical Resources Assessment Report prepared for the Project fell within the scope of a historic survey of the Silver Lake-Echo Park-Elysian Valley Community Plan Area, which was completed as part of SurveyLA. The rear house at 2231½ Sunset Boulevard was identified through SurveyLA's public outreach program, which again drew attention to the association between the house and silent film star Anna Zacsek. However, upon researching this association the survey concluded, again, that this house does not meet eligibility criteria. It states that the house "does not meet eligibility standards under the Entertainment Industry context. Also,

it does not appear to be a significant example of a property type or style, and has no known important associations." Consistent with SurveyLA methodology, the house was assigned the California Historical Resources Status Code of 7SQ: "individual property assessed for significance in accordance with the SurveyLA Multiple Property Documentation approach, but does not meet eligibility standards." None of the other subject buildings were identified as eligible in the survey.

All four of the subject parcels fall within the boundaries of the Washington Heights Tract Planning District, which was identified in SurveyLA and encompasses the area bounded by Reservoir (north), Marathon (south), Alvarado (east), and Waterloo (west) streets. The Planning District was documented in SurveyLA for its association with streetcar suburbanization in the late nineteenth and early twentieth centuries. However, Planning Districts, as defined in the SurveyLA methodology, lack integrity and are thereby ineligible for listing. Consistent with SurveyLA methodology, the Washington Heights Tract Planning District was assigned the California Historical Resources Status Code of 6LQ: "determined ineligible for local listing or designation as a historic district through a survey process; neighborhood or area may warrant special consideration for local planning." The "special consideration" noted in the status code summary generally refers to consideration in Community Plan Updates and other planning endeavors that are undertaken at the municipal level.

Physical Description

General Setting

The four properties addressed in Historical Resources Assessment Report are located in Echo Park, a densely developed neighborhood located approximately two miles northwest of Downtown Los Angeles. The properties are oriented toward, or adjacent to Sunset Boulevard, a heavily trafficked vehicular artery that is predominantly developed with low and mid-scale commercial buildings including retail stores, restaurants, gas stations, and strip malls. These commercial buildings date to various periods between the early twentieth century and the post-World War II period. On Sunset Boulevard, the cadence of commercial development is occasionally interrupted by early residences, most of which were built around the turn-of-the-twentieth century. Blocks to the north and south of Sunset Boulevard are developed with residential neighborhoods. These neighborhoods generally consist of detached, single-family residences and compatible low-scale multi-family dwellings that also date to the early decades of the twentieth century.

The circulation network in the vicinity generally adheres to the skewed orthogonal grid on which Downtown Los Angeles and most adjacent neighborhoods are oriented. This grid is occasionally modified to accommodate variations in topography. Sunset Boulevard is loosely aligned with the grid but charts a more irregular course on its route between Downtown Los Angeles and the Hollywood area.

The four subject properties are located to the north and west of the intersection of Sunset Boulevard and Mohawk Street. Two of the properties, 2225-2229 Sunset Boulevard and 2231-2235 Sunset Boulevard, occupy trapezoidal parcels with steep upward slopes. These parcels are developed with a combination of uses, with commercial frontage at the front of the parcel and residential uses at the rear.

The other two properties, 2216-2218 Elsinore Street and 1121 Mohawk Street, ascribe to more conventional patterns of development in this area of Echo Park. 2216-2218 Elsinore Street occupies a flat, trapezoidal parcel; 1121 Mohawk Street sits on a trapezoidal parcel that is more heavily graded and exhibits a slight upward slope. All of the subject properties are much deeper than they are wide.

2225-2229 Sunset Boulevard

Architectural Description

2225-2229 Sunset Boulevard is developed with four buildings, ordered as follows from the front (south) of the parcel to the rear: a one-story commercial building (1922), a two-story front house (ca. 1901), a one-story rear duplex (1922), and a one-story rear house (ca. 1901). Each is described herein.

Building 1: Commercial Building (2225-2229 Sunset Boulevard)

The commercial building, which is located at the front of the parcel, was constructed in 1922. It is a one-story retail building that is set flush with the sidewalk and has frontage on Sunset Boulevard. It was historically used as retail stores but is now vacant. The building is constructed of brick, sits on a concrete foundation, and is trapezoidal in plan. It is architecturally vernacular and lacks the distinctive characteristics of a particular style. The building is capped by a flat roof that is sheathed in a composition membrane and spanned by a flat parapet. Exterior walls are clad with stucco.

The primary (south) façade is divided into three storefront bays. The storefront bays are of equal width and have the same general configuration. The east storefront consists of a single, glazed wood door set in a system of fixed, flush-mounted storefront windows. Some of the windows are wood framed and appear to be original; others are metal framed and are replacements. The middle storefront is identical, except for that the door is obscured by a security door. The west storefront is boarded up; its fenestration is not visible. Security bars are affixed to all of the storefronts. Adjacent to the west storefront is a stair vestibule that leads to the residential buildings at the rear of the parcel. The stair vestibule also has a security door. The west façade directly abuts an adjacent commercial building and is not visible. The east and north façades are incorporated into the adjacent hillside and are also not visible.

Building 2: Main House (2227¼-¾ Sunset Boulevard)

To the rear (north) of the commercial building is a two-story main house that was constructed circa 1901. It appears to have been built as a single-family house, but was later converted into multiple dwelling units. It is currently vacant. Given the slope of the lot, the residence is perched above the commercial building that is located below at street level. The house is constructed of wood frame, sits on a concrete foundation, and is irregular in plan. It exhibits characteristics of the Queen Anne style. The house is capped by a roof comprising intersecting gabled and shed volumes. The roof is sheathed in composition shingles and features open eaves, exposed rafters, and gable vents. Exterior walls are generally clad in narrow wood shiplap siding; however, wood shingles are applied to the gable ends.

Features on the primary (south) façade are asymmetrically composed. At the east end of this façade is an offset, partial-width recessed porch with a squared wood post support and wood rail. The porch is accessed by a set of wood steps with a wood rail. The porch provides ingress to two residential units, both of which are boarded up. Because the entrances have been boarded up, the doors are not visible.

Other façades read as secondary and are generally less articulated. On these façades are multiple projecting volumes that appear to be additions. The side (east) and rear (north) façades both feature exterior stairs that provide access to upper-story entrances. The stairs feature metal rails and cantilevered treads with an aggregate finish. Each stair landing is surmounted by a shed roof. Like the primary entrance, doors on these upper-story entrances are also boarded up and are not visible.

All of the façades are fenestrated, though most of the windows are boarded up and are not visible. The few windows that have not been boarded up consist of sliding aluminum windows. In a few instances, small sections of the boarded-up windows could be observed and also appear to consist of sliding aluminum windows. All windows appear to be installed within wood frames; some have security bars.

Building 3: Rear Duplex (2229¼-½ Sunset Boulevard)

To the rear (north) of the main house is a one-story rear duplex that was constructed in 1922. It is currently vacant. The rear duplex is a simple, vernacular building that lacks much in the way of articulation but exhibits some vague references to the Spanish Colonial Revival style. The building is constructed of wood frame, sits on a concrete foundation, and is rectangular in plan. It is capped by a flat roof and flat parapet. The roof was not visible at the time of ARG's site visit but is likely sheathed in a composition membrane. Exterior walls are clad in stucco. Vents are incorporated into the exterior walls, slightly below the roof line.

There are two building entrances, one leading to each dwelling unit. One entrance is located on the east façade; the other is located on the west façade. Each consists of a small stoop that is approached by concrete steps. The doors are boarded up and are not visible. All façades are fenestrated, but the windows are boarded up and are not visible. In a few instances, small sections of the boarded-up windows could be observed and appear to consist of wood windows. The windows appear to be installed within wood frames; some have security bars. There are no decorative features on any façade.

Building 4: Rear House (2229¾ Sunset Boulevard)

To the rear (north) of the duplex, at the far northeast corner of the lot, is a one-story rear house that was built circa 1901. The rear house was historically used as a single dwelling unit, and is now vacant. It is a small building with a compact, rectangular footprint. The building is designed in a vernacular dialect of Late Victorian-era architectural styles. It is constructed of wood frame and sits on a concrete foundation. The building is capped by a steeply pitched gabled roof with composition shingles and shallow eaves. Exterior walls are clad with wood shingles and wood tongue-and-groove siding.

The primary façade faces south. This façade is dominated by an addition that projects from the building and appears to have taken the place of an original porch. This addition is clad in various types of wood siding. The primary entrance is set within this addition, and consists of an elevated stoop that is approached by a set of wood stairs with a wood rail. The door is boarded up and is not visible. The west façade is also visible; the north and east façades abut the parcel lines and are not visible. The two visible (south, west) façades are fenestrated, but all of the windows are boarded up and are not visible. Most have security bars and appear to be set within original openings. There are no decorative details of note.

Site and Landscape Features

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. Landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was very dense. Hardscape features include the aforementioned stair vestibule that provides access to the residential buildings from Sunset Boulevard; a narrow concrete footpath, periodically punctuated by concrete steps, that spans the east lot line and provides access to the rear duplex and rear house; a concrete footpath that spans the south façade of the rear duplex; and brick planters and buffer walls.

2231-2235 Sunset Boulevard

Architectural Description

2231-2235 Sunset Boulevard is developed with three buildings, ordered as follows from the front (south) of the parcel to the rear: a one-story commercial building (1931), a one-and-a-half story main house (1909), and a one-story rear house (ca. 1904). Each is described herein.

Building 1: Commercial Building (2233-2235 Sunset Boulevard)

The commercial building, which is located at the front of the parcel, was constructed in 1931. It has historically been used as a commercial retail building. The building is one-story in height, is set flush with the sidewalk, and has frontage on Sunset Boulevard. The building is constructed of brick, sits on a concrete foundation, and is rectangular in plan. Architecturally, it is vernacular and lacks the distinctive characteristics of a particular style. The building is capped by a flat roof that is sheathed in a composition membrane and spanned by a flat parapet. Multiple skylights with wired safety glass are incorporated into the roof. Exterior walls are clad with stucco.

The primary (south) façade is divided into two storefront bays. The storefront bays are of roughly equal width. Each storefront consists of a single door flanked by a single metal storefront window. The doors and windows are obscured by metal security doors and security bars, respectively. The east storefront is surmounted by a fabric awning and has a wall-mounted, backlit plastic sign that reads "MARKET DELMY/FRUTAS Y VERDURAS." The west storefront features painted signage that reads "TEMPLE OF INTUITION" and painted, stylized arrows. The west façade features a single blind opening that is framed by a simple wood surround. The east façade directly abuts an adjacent commercial building and is not visible. The north façade is incorporated into the adjacent hillside and is also not visible.

Building 2: Main House (2231 Sunset Boulevard)

To the rear (north) of the commercial building is a one-and-a-half story main house that was built in 1909. It was historically used as a single residence, but was later divided into multiple dwelling units. It is currently vacant. Given the slope of the lot, the house is perched above the commercial building that is located below at street level. The house is constructed of wood frame, sits on a concrete foundation, and is roughly rectangular in plan. It is designed in a modest interpretation of the Craftsman style, and is capped by a gabled roof with composition shingles and open eaves. Consistent with the Craftsman style, the roof has open eaves, bargeboards, exposed rafters and purlins, and knee brackets. Decorative pierced

screens are incorporated into the gable ends. Exterior walls are clad in wood shiplap siding.

Features on the primary (south) façade are asymmetrically composed. At the east end of this façade is an offset, partial-width porch with squared wood post supports and a wood rail that appears to have been augmented. The porch is accessed from the side by a set of wood steps with a wood rail; the steps are surmounted by a corrugated metal canopy structure. The porch serves as the primary point of ingress to the house. Set within the porch is a single door that has been boarded up and is not visible. On either side of the entry door is a set of windows, which have also been boarded up and are also obscured by security bars. One is partially visible and appears to consist of sliding aluminum windows.

There is a second entrance on the west façade. It is approached by a double set of steps with cantilevered treads and a metal rail. The treads have an aggregate finish. At the stair landing is a single door that is boarded up. Other features on the west façade consist of windows that have also been boarded up. These windows appear to be set within their original wood frames, and most have metal security bars. Since they have been boarded up, neither the door nor windows on this façade are visible.

The north and east facades are less articulated. Features on these façades are limited to windows, most of which have been boarded up. All of the windows have security bars. Most are obscured by the boards and are not visible. However, the north and east façade each has one visible wood hopper window.

Building 3: Rear House (2231½ Sunset Boulevard)

To the rear (north) of the main house, at the far northwest corner of the parcel, is a one-story rear house that was constructed circa 1904. It was historically used as a single dwelling unit but is now vacant. The rear house is a small building with a compact, rectangular footprint. Architecturally, it is a vernacular interpretation of Late Victorian-era architectural styles. The building is constructed of wood frame and sits on a concrete foundation. It is capped by a steeply pitched gabled roof with composition shingles and shallow eaves. A gabled dormer is incorporated into the primary (south) volume the roof.

Exterior walls are clad with a combination of wood shingles and vertical wood siding. The primary façade faces south. This façade features a partial-width projecting porch that is capped by a shed roof and surmounted by wood cresting. The porch is supported by a set of wood steps with a wood handrail, is supported by squared wood posts, and is enclosed by a wood rail. The porch functions as the primary point of ingress to the house. Set within the porch is a single door that is boarded up and is thus not visible. At the far west end of the primary façade is a

second entrance that is set back within a recessed volume. This entrance consists of a stoop that is surmounted by a bracketed hood and approached by wood steps. It, too, features a single wood door that is boarded up and is not visible.

The east façade is also visible; however, the north and west façades abut the parcel lines and are not visible. There is a small bump out on the north façade that is an addition dating to 1911. The two visible (south, east) façades are fenestrated, but all of the windows are boarded up and are not visible. Given its simple, vernacular character the building does not have any decorative features of note.

Site and Landscape Features

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. There is also a small yard in the intermediate space between the main house and rear house. Apart from a single tree planted in the parkway space along Sunset Boulevard, landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was dense. Hardscape features include a set of concrete steps that flanks the west lot line and provides access to the residential buildings from Sunset Boulevard; past the house, the steps transition into a concrete footpath that leads to the rear house at the back of the property. The north and west lot lines are framed by wood fences.

<u>2216-2218 Elsinore Street</u>

Architectural Description

2216-2218 Elsinore Street contains two principal buildings: a two-story main house (2218 Elsinore Street, 1906) and a one-story rear house (2216 Elsinore Street, 1919). There are also two ancillary structures, including a detached garage (1934) and a storage structure (1935). Each is described herein.

<u>Building 1: Main House (2218 Elsinore Street)</u>

At the front (north) of the parcel is a two-story main house that was built in 1906 as a single-family residence. The house is set back from the street. It is constructed of wood frame, sits on a concrete foundation, and is generally rectangular in plan. It is designed in the Craftsman style. The house is capped by a steeply pitched gabled roof with composition shingles, notched bargeboards, open eaves, and exposed rafters. The roof features a large central dormer, and is pierced by an exterior brick chimney that appears to have been truncated. Exterior walls are clad with asbestos siding.

The primary façade faces north, toward Elsinore Street, and is roughly symmetrical. This façade is spanned by a full-width recessed porch that is supported by wood posts and framed by a low wood wall clad in asbestos siding.

Some of the posts, and a portion of the low wood wall, appear to have been altered. Set within the porch is the main entrance to the house, which consists of a single door that has been boarded up and is not visible. On either side of the door are window openings, which have also been boarded up and are largely not visible; however, small portions of these windows that are visible suggest that they are wood frame and have diamond panes. On the upper story, set within the dormer above the porch, are two wood double-hung windows with multi-light upper sashes.

There is another entrance at the west end of the rear (south) façade, comprising a stoop that is approached by concrete steps with a metal rail. The stoop leads to a single door, which is also boarded up and not visible. On the opposite (east) end of the south façade is a small addition that appears to house a utility room. The addition is constructed of wood frame and is capped by shed roof; it features a single, paneled utility-style wood door with integral vents. Other features on the rear (south) and side (west, east) facades are limited to windows that have been boarded up and are not visible.

Building 2: Rear House (2216 Elsinore Street)

To the rear (south) of the main house is a one-story rear house that was built in 1919. This building was originally used as a detached garage, but was converted into an ancillary dwelling in 1932. The building is constructed of wood frame, sits on a concrete foundation, and is roughly rectangular in plan. Architecturally, it is vernacular and lacks the characteristics of any particular style. The building is capped by a roof with gabled, shed, and flat volumes. Visible portions of the roof are sheathed in composition shingles. The pitched volumes feature bargeboards and projecting eaves; the flat volumes are spanned by parapets. Exterior walls are clad with wood shiplap siding.

Ingress is provided on the south façade, and consists of a partial-width projecting porch that is set beneath a shed roof projection. The porch is supported by squared wood posts and framed by a wood balustrade. It is accessed by a set of concrete steps with a metal handrail. Set within the porch is a single door that has been boarded up and is not visible. On all façades, windows have been boarded up and are also not visible. Given its stylistic simplicity, there are no decorative details of note.

Ancillary Structures

In addition to the main house and the rear house, the property contains two ancillary structures. The first is a detached garage that is located to the immediate south and east of the main house and was built in 1934. The garage is a simple wood framed structure with a rectangular footprint, a flat roof, and vertical wood

siding. Its primary façade faces north, toward Elsinore Street, and features a single hinged vehicular door. The second is a small storage structure that is located at the southeast corner of the lot and was built in 1935. The latter is a diminutive structure with a square footprint, a gable-onhip membrane roof with open eaves and exposed rafters, and wood shiplap siding. There is a single opening on the west façade, which has been boarded up.

Site and Landscape Features

The property features a variety of landscape features. The front (north) setback features a lawn with mature trees and perimeter shrubs. A narrow parkway provides a modest buffer between the sidewalk and the street. There is also a rear lawn with mature trees and shrubs in the rear setback, to the south and west of the main house. Hardscape features include a concrete driveway that abuts the east lot line and provides vehicular access to the garage, another concrete driveway that abuts the west lot line, and a concrete footpath that transects the rear yard and leads to a rear access gate, connecting the subject property with the two aforementioned properties at 2225-2229 and 2231-2235 Sunset Boulevard.

<u>1121 Mohawk Street</u>

Architectural Description

1121 Mohawk Street contains a one-story single-family residence that was constructed in 1921. This building continues to be occupied. The house is set back from the street, and because of the slope of the lot on which it sits it is perched up above street level. The house is constructed of wood frame, sits on a concrete foundation, and has an L-shaped plan. It is designed in a modest interpretation of the Craftsman style. Most of the house is capped by a low-pitched gabled roof with composition shingles, bargeboards, open eaves, and exposed rafters. There is an addition to the primary (east) façade that is capped by a shed roof. Vents and pierced screens are incorporated into the gable ends. Exterior walls are clad in wood shiplap siding.

Features on the primary façade are asymmetrical. The south end of the primary façade is spanned by a partial-width recessed porch that is approached by concrete steps. The steps are flanked by galvanized pipe rails. The porch is supported by squared wood posts that are set within cut stone piers, and is framed by a concrete balustrade; the south end of the porch is enclosed by a fixed, multi-light wood window. Set within the porch is a single door that is obscured by a security door. To the south of the door is a tripartite wood window with a fixed center sash and two double-hung sashes. The north end of the primary façade consists of an addition that projects from the face of the house and features a single fixed-wood window. All windows on the primary façade are obscured by metal security bars.

Other façades are secondary and are largely obscured from public view. Fenestration on these façades varies, but appears to generally consist of wood double-hung windows. The rear (west) façade features a garage that was once detached but is now connected to the main house via a hyphen.

Site and Landscape Features

The front (east) setback features a yard and mature shrubs, and is framed by a retaining wall composed of cinder blocks and board-formed concrete. The yard is bisected by concrete steps with galvanized pipe rails, which lead to the porch. A scored concrete driveway, also framed by retaining walls, spans the south lot line and provides vehicular access to the garage. A chain link gate is installed at the access point to the driveway. There is also a yard with mature vegetation in the rear setback.

Development History and Alterations

History of the Subject Buildings

<u>2225-2229 Sunset Boulevard</u>

The two oldest buildings on this parcel are the Queen Anne style main house at 2227¼-¾ Sunset Boulevard, and the vernacular rear house at 2229¾ Sunset Boulevard. There are no original permit records available for either building, but an article in the Los Angeles Evening Express dated October 1901 notes that a building permit was issued to Mrs. Anna Hunt for the construction of a residence at 2227 Sunset Boulevard. This is presumed to be a reference to the Queen Anne style house near the front of the lot. A construction date of circa 1901 is consistent with the massing and architectural character of the house; moreover, city directories begin listing 2227 Sunset Boulevard in 1904. The rear house at the back of the lot is similar in style to the main house and appears to date to the same general period. Thus, both buildings are assumed to have a construction date of circa 1901. Anna Hunt is the earliest known owner of the property.

The main house appears to have been built as a single-family residence, but was subdivided into multiple dwellings units at some point relatively soon after its construction. A building permit issued in 1921 indicates that by that time, the house had been divided into three apartment units. Building permits also indicate that the rear house was occupied by a single rental unit.

In 1922, a third residential building – the rear duplex at 2229¼-½ Sunset Boulevard – was added to the property, and was slotted into an intermediate space between the main house and rear house. Also in 1922, the commercial building at 2225-2229 Sunset Boulevard was constructed at the front of the property and included three tenant units. The addition of the rear duplex and the commercial building are indicative of the densification of established neighborhoods like Echo Park in the 1920s, when once plentiful developable land became increasingly scant and property owners took to infill

development to maximize the use of their land. Together, the multiple rental residential units and the three commercial storefronts would have provided the then-owner, A.W. Healey, with a steady source of income.

Typical of rental residential properties, the three residential buildings housed a revolving door of individuals over the years. The earliest known residents of the property include Henry Seif, a sanitary inspector for the City Health Office who resided in the main house, and Thomas F. Hunt, a painter who resided in the rear house. Seif and Hunt are listed in a city directory dated 1904, the first year that the subject property appears in directory records. There is a long succession of subsequent residents, most of whom appear to have been single boarders employed in a variety of typical vocations.

The commercial building at the front of the lot has always consisted of three storefront units. It, too, has been occupied by a variety of tenants over the course of its history. Early commercial tenants included a real estate office, a trucking and teaming office, grocers, a signage and awning company, and a lapidarist (artisanal stone carver). None of the storefront units appear to currently be occupied.

2231-2235 Sunset Boulevard

The oldest building on this parcel is the rear house at 2231½ Sunset Boulevard. Original permit records are not available, but previous documentation pins the construction date as circa 1904, which is consistent with its visual character. The building also appears on a 1906 Sanborn map – and is the sole improvement on the lot – indicating that it was constructed sometime prior to the publication of the map. These same sources indicate that the building's original occupants were Stefan and Teresa Zacsek, immigrants from Hungary. Stefan Zacsek is also believed to have built the house. Stefan Zacsek is listed in city directories as a janitor and machinist; Teresa Zacsek is identified as a housewife and bookkeeper. Joseph Trieb, a relative of the Zacseks, is also known to have resided in the rear house.

In 1909, the Craftsman style house near the front of the lot, 2231 Sunset Boulevard, was constructed. Permits indicate that it was built as a single-family dwelling, and was built and initially owned by Stefan Zacsek. Upon its completion, the Zacseks appear to have moved from the rear house at the back of the lot to the main house near the front of the lot. The Zacseks lived here until 1912, when they moved to another house nearby. Following their departure, the main house appears to have been used as a rental property. In subsequent years, both the main house and rear house were occupied by a succession of tenants, most of whom appear to have been employed in common professions.

Anushka "Anna" Zacsek (1896-1973), the daughter of Stefan and Teresa Zacsek, lived with her parents at the subject property between circa 1904 and circa 1912. She lived here during her childhood years, between the ages of 6 and 14. Anna Zacsek later changed her name to Olga Gray and, by her late teens, was pursuing an acting career in

the Hollywood motion picture industry. Zacsek/Gray initially found work as an extra, and made her debut in the 1915 film His Lesson. She went on to appear in some two dozen silent films between 1915 and 1920. She also directed plays. After about 1920, she left the film business and pursued a career as an attorney under her original name. Zacsek found success as an attorney, and often represented clients in cases that involved civil rights issues. She was admitted to the California bar in 1932, and continued practicing law through at least the 1960s. She died in 1973.

In 1931, the commercial building at the front of the lot, 2233-2235 Sunset Boulevard, was constructed. Permit records indicate that it consisted of two storefront units, and was commissioned by then-owners of the subject property Morris and Tillie Morse. By this time, the Morses lived in the main house and operated a liquor store in one of the storefront units down at street level. Morris and Tillie Morse continued to live in the main house and operate the store through the 1960s. In 1967, a permit was issued to change the use of the commercial building from a "store" to a "market." By this time it was occupied by Jose del Toro, proprietor of the market. At present, one of the retail units is vacant, and the other is occupied by the House of Intuition, a business that sells metaphysical products and services.

As discussed previously, the rear house at 2231½ Sunset Boulevard was nominated as a Los Angeles Historic-Cultural Monument in 2011 due to its association with Anna Zacsek, who resided there as a young child. However, per staff's recommendation, the Cultural Heritage Commission voted not to take the resource under further consideration, and therefore it was not designated as an HCM.

<u>2216-2218 Elsinore Street</u>

The main house, 2218 Elsinore Street, was built in 1906. This street was initially known as Ivers Avenue but was re-branded as Elsinore Street circa 1908. The house's original owners and occupants were sisters Katherine MacGregor and Maribel MacGregor, both originally from New York. Both women were unmarried; city directories indicate that Katherine worked as a nurse, and that Maribel worked as a stenographer at the L.A. Abstract and Trust Co. The sisters resided in the house between its construction in 1906 and their deaths; Maribel died in 1916, and Katherine in 1917. The sisters rented rooms in the house to boarders, many of whom appear to have also been single, professional women.

After Katherine MacGregor's death in 1917, the property was sold to William H. Joerndt, a linotype machinist originally from Illinois. Joerndt commissioned all of the extant ancillary buildings on the property. In 1919, Joerndt constructed a detached garage to the rear of the house; in 1932, he converted the garage into a rear house that today has the address of 2216 Elsinore Street. In 1934, he constructed the current detached garage, which is located nearer the house, and in 1935 he constructed the shed structure at the

rear of the property. Joerndt and various members of his family owned the property and resided in the main house between 1917 and the mid-1940s.

Others who are known to have lived at the property in subsequent years included Virginia Vasquez, Michael and Meryl Prisco, Leo and Wilma Brizzee, Elmer and Florence Chase, Ivan and Harriet Walker, Paul Johnston, and Blanca Rojas. Very little is known about the lives of these individuals.

1121 Mohawk Street

The house at 1121 Mohawk Street was built in 1921. Throughout its history, it appears to have served as a typical single-family dwelling. Its original owner was Mary McClellan, who is listed in city directories as a widow. In 1926, a detached garage was constructed to the rear of the house, whose owner at that time is listed as Mary E. Johnson. In the 1930s and 1940s the house was occupied by Michael Degnen, President of the Radium Appliance Company, and his wife, Antoinette Wanitska, a maid. In 1959, a study room addition was appended to the primary façade of the house. Permit records associated with the addition indicate that its then-owner was Agostino Ranieri. The address was listed as the "unclaimed personal property" of Agostino Ranieri and Luisa Stornelli Ranieri in a Los Angeles Times notification from 1978, indicating that they continued to own the property through at least the 1970s. The Ranieris appear to have rented the property to tenants. Other known residents of the subject house include Carl Jensen; Wilfred L. Cote; Peter Stornelli, the brother of co-owner Luisa Stornelli Ranieri; and Richard Lee Dale. Little is known about the lives of these individuals. The house appears to currently be occupied.

Chronology of Development and Use

The following sections chart the development history of each of the four legal parcels comprising the Project Site over time. This is organized in two sub-sections: (1) a chronology of development and use for each parcel, and (2) a list of exterior alterations that have been made to each building.

The chronologies herein reference material changes that have modified the appearance of the properties in a consequential way. Additional permits have been issued over the years for minor modifications including tenant improvements, the installation of new HVAC units, electrical upgrades, and other nominal endeavors that did not affect the exteriors of the buildings. Source materials include online building permits obtained from the Department of Building and Safety, Sanborn Fire Insurance Maps, historical newspaper articles from the Los Angeles Times and other local publications, historic photographs and historic aerial images, and other pertinent archival materials.

Alterations were noted and inventoried on a site visit conducted by ARG on December 12, 2019. Whenever possible, these alterations were corroborated by building permits

listed herein, Sanborn Fire Insurance Maps, historic images, property data from the Los Angeles County Office of the Assessor, and other archival sources. For alterations that are reflected in the permit record and/or other sources, the year that the alteration occurred is listed parenthetically. It is not always known when the alterations below took place.

2225-2229 Sunset Boulevard

Development Chronology

ca. 1901	Original construction of main house near the front of the lot, now known as 2227¼-¾ Sunset Blvd, and the rear house at the back of the lot, now known as 2229¾ Sunset Blvd. No original permit records are available; the date of construction is estimated from visual observation and review of archival materials.
1915	Permit issued to rearrange and repair screen porches. The scope of work appears to refer to the rear house, which is described as the "shack in rear." No architect is listed on the permit; C. Brooks is listed as the builder and owner (LADBS Permit No. 01013).
1921	Permit issued to raise the side of the roof 8 feet to provide more light and air, and to add a sleeping porch to the rear façade. The scope of work appears to refer to the main house. No architect is listed on the permit; A.W. Healey is listed as the builder; Mrs. A.W. Healey is listed as the owner (LADBS Permit No. 09934).
1922	Permit issued for kitchen and bathroom alterations to the main house; the permit suggests that the work is being undertaken as the house is being converted from 3 units to 4 units. No architect is listed on the permit; A.W. Healey is listed as the builder; N.T. Healey is listed as the owner (LADBS Permit No. 07014). Permit issued to construct a new 1-story, 6-room duplex at the middle of the lot, now known as 2229¼-½ Sunset Blvd. No architect is listed on the permit; Harper Bros. is listed as the builder; A.W. Healey is listed as the owner (LADBS Permit No. 10396). Permit issued to construct a new store building at the front of the lot, now known as 2225- 2229 Sunset Blvd. No architect is listed on the permit; Harper Bros. is listed as the builder; A.W. Healey is listed as the owner (LADBS Permit No. 15216).

1930	Permit issued to plaster the front of the store building with water plaster. No architect is listed on the permit; the builder name is illegible; Nettie T. Healey is listed as the owner (LADBS Permit No. 26589).
1935	Permits issued to perform foundation repairs to all three residential buildings on the property. No architect is listed on the permits; Jewitt & Co. is listed as the builder; California Bank is listed as the owner (LADBS Permit Nos. 20934, 20935, 20936).
1949	Permit issued to construct a 1-story, 7' x 20' addition to the rear façade of the main house. No architect is listed on the permit; Charles and Esther La Badier are listed as the builders and owners. Minor modifications to the scope of work were made in 1950, and the Certificate of Occupancy was issued in 1951 (LADBS Permit No. 19004).
1967	Permit issued to correct parapets on store building, presumably for purposes of seismic safety. No architect is listed on the permit; Frances Morse is listed as the builder and owner (LADBS Permit No. 58016). The permit was re-issued in 1970 (LADBS Permit No. 19921) and 1971 (LADBS Permit No. 22336), indicating that the work was not completed following the issuance of the original permit.
1986	Permit issued to install security bars on the rear house. No architect is listed on the permit; Franco [sic] Morse is listed as the builder and owner (LADBS Permit No. 52562).
1988	Permit issued to alter store building. The scope of work is described as "full compliance Div. 88," which appears to be a reference to seismic safety upgrades. Conway Cooke is listed as the engineer; no builder is listed on the permit; and F. Morse is listed as the owner (LADBS Permit No. 85514). The permit was re-issued in 1990 (LADBS Permit No. HO 06133) and 19931 (LADBS Permit No. HO 14357), indicating that the work was not completed following the issuance of the original permit.
2009	Permit issued to replace damaged framing members for all residential buildings on the property. No architect or builder is listed on the permit; E.D. Flores Corp. is listed as the owner (LADBS Permit No. 09016-10000-04480).

Alterations

The following exterior alterations were noted to the store building at 2225-2229 Sunset Boulevard:

- Original wall cladding (presumably brick) has been replaced with an incompatible stucco finish
- Seismic anchor plates have been added to the exterior walls
- Some original windows have been replaced
- One storefront has been boarded up
- Security bars have been added to storefront windows and to the stair vestibule

The following exterior alterations were noted to the main house at 2227¼-¾ Sunset Boulevard:

- Additions have been appended to the upper story (1921)
- Additions have been appended to rear and side façades (1921, 1949)
- Additional entrances have been added to the east and north façades
- Exterior stairs have been added to the east and north façades, providing ingress to these additional entrances
- Some original windows (presumably wood) have been replaced with aluminum windows
- Security window bars have been added
- Doors and windows have been boarded up

The following exterior alterations were noted to the rear duplex at 2229¼-½ Sunset Boulevard:

- Security window bars have been added
- Doors and windows have been boarded up

The following exterior alterations were noted to the rear house at 2229¾ Sunset Boulevard:

- An addition has been appended to the primary/south façade, enclosing what appears to have been the original porch and entrance
- The porch and entrance have been reconfigured to accommodate the addition. This includes the addition of a new door, stoop, and steps with metal rail

- Wall cladding around the base of the building has been modified
- Security window bars have been added (1986)
- Doors and windows have been boarded up

2231-2235 Sunset Boulevard

Development Chronology

1904 ca.	Original construction of rear house at the back of the lot (2231½ Sunset Blvd). No original permit records are available; the date of construction is estimated from visual observation and review of Sanborn maps, city directories, and other archival materials. Stefan and Teresa Zacsek are believed to have been the builders and owners.
1909	Permit issued to construct the main house at the front of the lot (2231 Sunset Blvd). No architect is listed on the permit; D.R. McClure is listed as the builder; Stefan Zacsek is listed as the owner (LADBS Permit No. 06323).
1911	Permit issued for a small addition to house an "outside toilet room." This appears to refer to the rear house at 2231½ Sunset Blvd. No architect or builder is listed on the permit; Stefan Zacsek is listed as the owner (LADBS Permit No. 03143).
1931	Permit issued to construct a brick store building at the front of the lot (2233-2235 Sunset Blvd). H.S. Webster is listed as the architect; J.A. Miller is listed as the builder; M.J. Morse is listed as the owner (LADBS Permit No. 26875).
1932	Permit issued to alter the store building, which was still under construction, by adding new reinforced concrete details. Ray DeKamp is listed as the engineer; J.A. Miller and L. Rose are listed as the builders; M.J. Morse is listed as the owner (LADBS Permit No. 01013).
1938	Permit issued to add two new awnings to the store building. No architect is listed on the permit; Purless Shade and Venetian Blind Co. is listed as the builder; J.N. Morse is listed as the owner (LADBS Permit No. 13506).
1961	Permit issued to complete structural repairs to the store building, likely to remediate termite damage. No architect is listed on the permit; Wilkil Pest Control is listed as the builder; Mrs. Tillie Morse is listed as the owner (LADBS Permit No. 80895).

1967	Permit issued to change occupancy of the store building from G-1 (store) to G-2 (food market). No architect is listed on the permit; Jose del Toro is listed as the builder and owner (LADBS Permit No. 56749).
1968	Permit issued to add two awnings to the store building. No architect is listed on the permit; Canvas Specialty Co. is listed as the builder; Jose del Toro is listed as the owner (LADBS Permit No. 63155). Certificate of Occupancy issued for the change of occupancy of the store building.
1991	Permit issued to alter store building. The scope of work is described as "full compliance Div. 88," which appears to be a reference to seismic safety upgrades. C. Cooke is listed as the engineer; Capra Development is listed as the builder; Francis Morris is listed as the owner (LADBS Permit No. HO14358).

Alterations

The following exterior alterations were noted to the store building at 2233-2235 Sunset Boulevard:

- Original wall cladding (presumably brick) has been replaced with an incompatible stucco finish
- Seismic anchor plates have been added to the exterior wall
- Original doors have been replaced
- Original windows have been replaced
- Awnings and signage have been added to the primary/south façade

The following exterior alterations were noted to the main house at 2231 Sunset Boulevard:

- The stoop leading to the side (west) entrance has been modified, including the addition of nonoriginal aggregate steps and a metal rail
- Minor modifications have been made to the porch, including augmentation of original porch rails and the addition of an awning over the porch steps
- Doors and windows have been boarded up

- Security window bars have been added

The following exterior alterations were noted to the rear house at 2231½ Sunset Boulevard:

- Modifications have been made to the porch
- A second entrance, comprising a stoop and door, have been added to the primary/south façade
- An addition has been added to the rear/north façade (1911)
- Original windows have been replaced
- Doors and windows have been boarded up

<u>2216-2218 Elsinore Street</u>

Development Chronology

1906	Permit issued to construct a new, 1.5-story single-family residence. The address on the permit is listed as 2218 Ivers Ave (street name later changed to Elsinore St). No architect is listed on the permit; C.F. Borton Co., Inc. is listed as the builder; K&M MacGregor are listed as the owners (LADBS Permit No. 05117).
1919	Permit issued to construct a new private garage. This refers to the building that is now the rear house on the property (2216 Elsinore St). No architect is listed on the permit; W.H. and Augusta Joerndt are listed as the builders and owners (LADBS Permit No. 11925).
1932	Permit issued to add a residence to the detached garage structure. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 01782).
1934	Permit issued to construct a new private garage; this appears to refer to the current garage structure that is located adjacent to the main house. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 12669).
1935	Permit issued to construct a new 12’ x 14’ storage shed at the rear of the parcel; this appears to refer to the current storage structure. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 20020).

1944	Permit issued to reroof the main house with composition shingles. No architect is listed on the permit; Evertite Roof Corporation is listed as the builder; William H. Joerndt is listed as the owner (LADBS Permit No. 14741).
2011	Permit issued to remove and/or reinforce termite damaged wall studs in the garage. No architect is listed on the permit; Avry Mizrahi is listed as the builder; E.D. Flores Corp. is listed as the owner (LADBS Permit No. 11016-30000-18348).

Alterations

The following exterior alterations were noted to the main house at 2218 Elsinore Street:

- Original wall cladding (presumably wood siding or wood shingles) has been replaced with asbestos shingles
- Modifications have been made to the porch, including the alteration of porch rails and augmentation of the low porch wall
- A small addition, appearing to house a utility room, has been appended to the rear/south façade
- The brick chimney appears to have been truncated, likely for purposes of seismic safety
- Doors and windows have been boarded up

The following exterior alterations were noted to the rear house at 2216 Elsinore Street:

- The building, originally a detached garage, was converted into a residence. This entailed the construction of large additions to the south and west facades, and the insertion of new door and window openings (1932)
- Doors and windows have been boarded up

1211 Mohawk Street

Development Chronology

1921	Permit issued to construct a new, 5-room dwelling. No architect is listed on the permit; C.E. Rawson is listed as the builder; Mary McClellan is listed as the owner (LADBS Permit No. 27729).
1926	Permit issued to construct private garage at the rear of the property. The garage appears to have initially been a detached structure. No architect is listed on the permit; West Bros. is listed as the builder; Mary E. Johnson is listed as the owner (LADBS Permit No. 14851).
1959	Permit issued to construct a study room addition. This refers to the front-facing addition on the primary (east) façade. No architect is listed on the permit; Agostino Ranieri is listed as the builder (LADBS Permit No. 35142). Certificate of Occupancy issued for the addition, described as a "1-story, Type V, 8'1" x 11' addition to an existing 1 story, Type V, 30' x 40' 1-family dwelling."

Alterations

The following exterior alterations were noted to the house at 1121 Mohawk Street:

- An addition has been appended to the primary/east façade (1959)
- An addition has been appended to the rear/west façade, connecting the house and garage
- Security doors have been added
- Security window bars have been added

Historic Contexts

Residential Development in Echo Park

The residential buildings on the subject properties date to the first twenty years or so of the twentieth century, a time when Los Angeles experienced extraordinary population growth and the historical boundaries of the city were pushed farther out into more peripheral areas. It was during this period that Echo Park came of age as a suburban enclave.

Residential development in Echo Park was preceded by the construction of Reservoir No. 4, which today is known as Echo Park Lake. In 1868, the Los Angeles Canal and Reservoir Company diverted water from the Los Angeles River and toward the grassy hills to the north and west of Downtown Los Angeles. Although the area that would become Echo Park was relatively close to Downtown, it witnessed virtually no development until the mid-1880s. Upon the completion of a transcontinental railroad line to Southern California, competition between the Union Pacific and Santa Fe Railroads infamously led to fares as low as one dollar from St. Louis to Los Angeles. Unprecedented movement westward created a short-lived real estate boom that led to the first residential development in the Echo Park area.

The earliest development of Echo Park is generally attributed to Thomas Kelley, a carriage-maker and real estate developer. In 1887, Thomas, working with other investors, purchased 70 acres of land in the area, including Reservoir No. 4, and named it the Montana Tract. Additional acreage in the vicinity was acquired from Andrew Glassell and Prudent Beaudry, both influential early real estate developers in Southern California. At this time the area was still primarily devoted to a variety of small-scale agricultural pursuits including vineyards, orchards, and gardens. The first lots in Kelley's tract, which he called the Montana Tract were subdivided and put up for sale in 1887. Advertisements in the Los Angeles Times in early 1887 stressed the availability of 55 building lots "on the shores of the beautiful lake adjoining Angeleno Heights." Angeleno Heights, later anglicized to Angelino Heights, was one of the earliest residential suburbs of Los Angeles and is located to the southeast of Echo Park Lake.

Other tracts were subsequently platted in the vicinity of the Montana Tract and Angelino Heights including the Washington Heights Tract, in which all of the subject properties are located. Washington Heights was platted by real estate attorneys John S. Maltman and Oliver A. Ivers in 1887, and was sited alongside a proposed streetcar line that was slated to run down Elysian Park Avenue (now Sunset Boulevard). Its boundaries were defined by present-day Reservoir Street to the north, Marathon Street to the south, Waterloo (then Girard) Street to the west, and Alvarado Street to the east. Several other residential tracts were also platted in the vicinity between the late nineteenth and early twentieth centuries, and lots were subdivided and put up for sale. Development of these tracts was made possible by a streetcar line that ran down Sunset Boulevard, and another that was routed down Glendale Boulevard at the turn-of-the-twentieth century and connected Downtown Los Angeles with the City of Glendale.

The Echo Park community's proximity to streetcar lines, including the Ostrich Farm Railway through the Washington Heights Tract, provided easy access to downtown Los Angeles and helped to further encourage development. In 1886 construction began on the Ostrich Farm Railway, an endeavor of industrialist Griffith J. Griffith. Although the Ostrich Farm at the end of the line was inevitably a financial failure, the streetcar service made the picturesque hills of Echo Park valuable real estate. Additional tracts along

streetcar lines, including the Echo Park Tract and Lake Side Tract, were subdivided in 1903.

In addition to its picturesque rolling hills and the availability of public transportation, the early development of Echo Park was spurred by the presence of several lucrative industries in the surrounding area. In 1892, the Los Angeles City Oil Field was discovered by pioneering oilman Edward Doheny and partner Charles Canfield. The field was located to the south of Echo Park along Temple Street, in an area now known as Crown Hill, and became one of the most lucrative sites of oil extraction in Los Angeles, catapulting Doheny into local fame. By the 1910s, a critical mass of early film production companies had concentrated in the Echo Park area, establishing production studios along the Glendale Boulevard corridor in an area that was then known as Edendale. Disney, Talmadge (now Prospect Studios, operated by ABC), and Mack Sennett were among the film production companies that set up shop in the area. The presence of notable industries further helped to encourage development of the area, which by the early twentieth century was beginning to develop into an early streetcar suburb of Los Angeles.

Areas on the fringe of Echo Park that were closer to Downtown, like Angelino Heights, witnessed substantial development in the late nineteenth century, but generally the neighborhoods comprising Echo Park experienced their most pronounced period of development between the turn-of-the twentieth century and the early 1920s. Neighborhood growth ascribed to the prevailing pattern of residential development of this era, in which tracts of land were subdivided and individual lots – or, in some cases, a handful of lots – were sold to a single buyer, who would erect a house in a style of their choice. As a result, houses in these neighborhoods exhibit a degree of individuality with respect to design, though deed restrictions and other regulatory tactics ensured that they were compatible with one another with respect to bulk, massing, and aesthetics. Most of these houses embody the variety of architectural styles that were popular at this time: Queen Anne, Vernacular Victorian, Foursquare, and Craftsman. Some designers took elements of various styles and melded them together, resulting in houses that are best described as eclectic and transitional examples of these architectural styles.

The Washington Heights Tract is representative of these early patterns of residential development that gave shape to Echo Park in its formative years. The tract is located in close proximity to a former streetcar line that ran down Sunset Boulevard, which made it possible and convenient to travel between one's house and the central business district in Downtown Los Angeles. Lots are of a modest size, blocks are relatively short and walkable, and streets include amenities like sidewalks and parkways that were installed with pedestrians in mind. Houses within the tract were generally constructed between the turn-of-the-twentieth century and 1915 and were modest in scale and accoutrement, underscoring the neighborhood's identity as a bastion for middle-income households. Consistent with popular architectural trends, a majority of houses within the tract were designed in the Craftsman style, though a lesser number of Late Victorian-era houses are also sprinkled throughout the neighborhood fabric.

By the 1920s, Echo Park had matured into a quintessential streetcar suburb. Primarily a residential district, it consisted predominately of established, middle-income residential neighborhoods that were concentrated around major streetcar lines that transected the area. Retail stores and various other commercial uses were concentrated alongside these streetcar lines. In due time these linear commercial corridors became teeming hubs of public life within the community, as was Echo Park, the open space from which the surrounding community derives its name. Other neighborhood institutions of note include Angelus Temple (1923), an enormous church that housed the fellowship of the eccentric evangelist Aimee Semple McPherson; and Queen of Angels Hospital (1925), which was founded by the Franciscan Sisters of the Sacred Heart and quickly became one of the largest hospitals in the region.

Streetcar Commercial Development

The two commercial buildings on the Project Site were constructed in 1922 and 1931. Both are oriented toward Sunset Boulevard, which was the route of a major interurban streetcar line when the buildings were constructed. These buildings are representative of a period during which most commercial development in Los Angeles was concentrated along a vast regional network of electric streetcars that extended outward, like spokes on a wheel, from the Downtown core and into nearby suburban districts. The subject properties are demonstrative of these development patterns and reflect the way public life was conducted in proximity to transit in the early decades of the twentieth century.

One of the first streetcar lines in Los Angeles was routed through Echo Park. When this railway was constructed in the 1880s it was known as the Ostrich Farm Railway, and was built to ferry sightseers between Downtown and the Los Angeles Ostrich Farm near Los Feliz. The Ostrich Farm was a popular, though short-lived resort complete with a clubhouse and restaurant in addition to a collection of “curious foreign and American birds and animals.” Griffith J. Griffith, who owned the land on which the attraction sat, was a founding member of the Los Angeles Ostrich Farm Railway Company, and helped the organization acquire rights of way through Echo Park. The one-line iron railroad track, with railcars powered by horse and steam locomotion, passed north of Reservoir No. 4 and wound through the scenic hills and small canyons south of the recently dedicated Elysian Park, the first public park in the Los Angeles. Construction of the Ostrich Farm Railway commenced in 1886, but in 1887 the railway was purchased by the Los Angeles County Railroad Company, which was subsequently bought and consolidated as the Los Angeles and Pacific Railway Company in 1888. The street on either side of the railway was initially known as Ostrich Farm Boulevard or Elysian Park Avenue before it was re-christened Sunset Boulevard. The portion of Sunset Boulevard between the Washington Heights Tract and Micheltorena Street in Silver Lake was named, graded, and deeded to the City of Los Angeles in 1902.

By 1906 the Los Angeles and Pacific Railroad Company was acquired by Southern Pacific, and after the “Great Merger” of 1911 the line became part of a consolidated

system under the jurisdiction of the Pacific Electric Railway Company owned by railroad tycoon Henry E. Huntington. Subsequently the streetcar line through the Washington Heights Tract became a part of Pacific Electric's "Red Car" network, which also served other parts of Echo Park. This streetcar network became the driving factor for intense growth, both residential and commercial, throughout Los Angeles in the 1910s and 1920s. The ease of travel between residential suburbs and Downtown meant that smaller commercial establishments in neighborhoods served by streetcars often limited their wares to everyday essentials.

In the 1910s and 1920s, a low-scale, neighborhood-oriented commercial district developed along the streetcar line on Sunset Boulevard. Though the automobile was already coming of age by this time and was beginning to make its mark on the urban fabric of Los Angeles, electric streetcars continued to be a dominant mode of interurban transportation and dictated the essential form of the built environment that it facilitated the growth of. Most commercial development in Echo Park that took place at this time were sited and scaled to accommodate passersby on the area's streetcar lines. These buildings' pedestrian scale, sidewalk-focused entries and storefronts, and lack of automobile accommodations like parking lots aimed to capture the business of streetcar passengers rather than motorists.

On occasion, owners employed notable local architects to design their commercial blocks, though more often than not these streetcar commercial buildings were vernacular structures that were designed and built by a contractor. These streetcar commercial buildings tended to house "neighborhood stores [that] increasingly limited their stock to everyday requirements and were content with smaller, less expensive structures." Common architectural features of streetcar commercial buildings included rounded corners, cornices, grilles, and signage, all of which were intended to add an element of visual interest to an otherwise understated and ubiquitous building type and attract the attention of customers.

The commercial nucleus of Echo Park was concentrated around the intersection of Sunset Boulevard and Echo Park Avenue, several blocks to the east of the Project Site. As Echo Park continued to grow, commercial development began to eke its way further outward along the boulevard, occupying prime real estate that was visible and convenient to streetcar passengers. Notably, in the early 1920s Sunset Boulevard was replatted between Waterloo and Mohawk streets, easing access through a challenging hillside and paving the way for new commercial development along this stretch of Sunset Boulevard.

Both commercial buildings on the Project Site historically served as retail and office space. Following its construction in 1922, the building at 2225-2229 Sunset Boulevard was occupied by a real estate office, an egg company, a trucking and teaming office, a lapidarist shop, and a potato chip factory. The adjacent building at 2233-2235 Sunset Boulevard was occupied by an alcohol retailer following its construction in 1931. Both buildings were thereafter occupied by a revolving door of local businesses over the years.

The litany of small, neighborhood-oriented businesses that were housed within these two buildings is typical of streetcar commercial development of the pre-World War II era, which typically housed small, independently owned businesses that served the day-to-day needs of those who resided in the vicinity.

Architecture and Design

Queen Anne Architecture

The residence at 2227¼-¾ Sunset Boulevard is designed in the Queen Anne style. Two other buildings on the Project Site – the rear houses at 2229¾ Sunset Boulevard and 2231½ Sunset Boulevard – are architecturally vernacular but exhibit some loose references to the Queen Anne style.

One of several idioms associated with the Late Victorian era, the Queen Anne style was a popular choice for residential architecture between the late nineteenth and early twentieth centuries. In spite of its name – Queen Anne was the British monarch from 1702-1714 – the Queen Anne style was popularized in the latter decades of the nineteenth century. The idiom was named and disseminated by a group of nineteenth century English architects led by Richard Norman Shaw, and referenced the forms of England's Elizabethan and Jacobean eras some 300 years prior. It was introduced to the United States at the Centennial Exhibition of 1876, which was held in Philadelphia and showcased trends in architecture that were popular in Great Britain. The Queen Anne style was seen as en vogue and quickly gained credence. The Watts-Sherman House in Newport, Rhode, Island (1874), designed by eminent architect Henry Hobson Richardson, is regarded as the nation's first example of the Queen Anne style.

More so than its British roots, the Queen Anne style was a celebration of innovations in American industrialization. The advent of the balloon frame, as well as the mass production of common building materials and decorative appurtenances, meant that almost anybody, anywhere, could erect a new house and embellish it with a personalized assortment of fanciful aesthetic elements. Materials such as doors, windows, roofing, siding, and decorative detailing could easily be produced in new factories and then shipped to construction sites via the expanding railroad network.61 The proliferation of pattern books and architectural publications disseminated the Queen Anne style across the country. With their easy-to-follow instructions and ample illustrations, contractors and laypeople alike were able to easily replicate what they saw on paper.

Common features of the Queen Anne style include irregular plans and asymmetrical massing; steeply pitched roofs, often accentuated by a tower; integral porches that sometimes wrap around the side elevations of the building; a variety of textured wall cladding materials; and an abundance of applied ornament and decorative millwork. When present, towers and turrets are placed near the corner of the primary elevation. Common details include finials, gable ornament, spindlework friezes, and lace-like

brackets. Classical columns, heavy turned porch supports, or delicate spindlework are often used to support overhangs above porches. Fish scale, diamond, sawtooth, and hexagonal shaped shingles are often incorporated into the exterior walls, enhancing these buildings' highly embellished aesthetic.

Throughout Los Angeles, the Queen Anne style was adapted to a variety of building types and income levels. The most extravagant examples of the style were high-style dwellings, most of which were constructed for affluent patrons and incorporated an extensive level of detail that connoted these patrons' relative wealth and status. The style was also applied to vernacular cottages that were perhaps more typical of how the average person lived at this time. Queen Anne style cottages often incorporated the essential form, massing, and decorative program of the style, but did so in a much more modest manner. Often, these cottages featured elements such as a small turret or decorative millwork, but were otherwise relatively modest buildings that were occupied by the working and middle classes.

Queen Anne architecture is relatively uncommon in Echo Park, as the community witnessed its most significant period of residential development in the early decades of the twentieth century. By this time, the Queen Anne style had fallen out of favor and other architectural idioms, most notably the Craftsman style, emerged as the preferred choice for residential design. However, one of the finest concentrations of Victorian-era architecture in Los Angeles, including Queen Anne and other contemporaneous styles, is located in the Angeleno Heights neighborhood, which is located to the slight east of Echo Park and is often associated with the Echo Park community by virtue of its geographic proximity. Angelino Heights is designated as a Los Angeles HPOZ. Its streets contain richly embellished dwellings that are demonstrative of how the Queen Anne style was applied to the context of high-style domestic design.

In SurveyLA, significant examples of Queen Anne architecture are addressed in the "Architecture and Engineering/Late 19th and Early 20th Century Residential Architecture" theme/subtheme combination.

The following are listed in the corresponding Historic Context Statement as character-defining features of the Queen Anne style:

- One to two stories in height
- Irregular plans and asymmetrical massing
- Wood clapboard, shingle, or a combination of siding
- Hipped, gabled, or combination of roof forms
- Wrap-around porches

- Bay windows, oriels, or corner towers (corner towers may be lacking in one-story cottages
- Narrowly proportioned double-hung windows, often with bordered glass
- Leaded and colored glass often used in transom
- Decorative millwork detailing

Craftsman Architecture

The main house at 2231 Sunset Boulevard, the main house at 2218 Elsinore Street, and the house at 1121 Mohawk Street exhibit characteristics of the Craftsman style. The style was popular in Southern California during the early decades of the twentieth century. Its aesthetic represented a regional interpretation of the broader Arts and Crafts movement that was immensely popular during this period.

The Arts and Crafts movement emerged in England as a reaction against the materialism brought about by the Industrial Revolution. Led by English designer William Morris, the movement focused on simplicity of form, direct response to site, informal character, and extensive use of natural materials. Morris was influenced by the philosophies of Thomas Carlyle, A.W. Pugin and John Ruskin, particularly Ruskin's promotion of art derived from nature and a return to traditional craftsmanship. The lush, intricate patterns of Medieval Romanticism were especially revered by Morris and his Pre-Raphaelite contemporaries. After designing his own residence with architect Phillip Webb, Morris compiled a coterie of artisans specialized in the craft of natural elements and decorative motifs to furnish the home. This holistic approach to the design of dwellings would prove influential to the Craftsman style.

At the turn of the twentieth century, the Arts and Crafts movement had made its way to North America and gained popularity through the efforts of Elbert Hubbard and Gustav Stickley, as well as other designers, architects, and builders who advocated the ideals set forth by Morris. The Arroyo Seco, a streambed that stretches from the San Gabriel Mountains above Pasadena and weaves its way through northeast Los Angeles, became a major center of the Arts and Crafts movement in the United States. Charles Fletcher Lummis and George Wharton James, along with artists and architects such as William Lees Judson, Frederick Roehrig, and Sumner Hunt, contributed to the development of the Arroyo Culture, the regional manifestation of the Arts and Crafts movement in Southern California.

The Arts and Crafts movement was popularized in Southern California by Pasadena architects Charles and Henry Greene, whose interest in Japanese wooden architecture and training in the manual arts helped to influence the development of regional Arts and Crafts styles. The styles were then applied to a range of residential property types, ranging from modest, low-slung bungalows to grander and more articulated multi-story

houses. Greene and Greene are credited with adapting the Arts and Crafts movement and Arroyo Culture into the Craftsman style of architecture. The Craftsman style was highly variated, with different techniques and motifs adopted by local architects. Some architects incorporated Swiss chalet design references; others wove in Japanese pagoda roof forms.

High-style interpretations of the Craftsman style are relatively uncommon outside of California, though simple Craftsman-type bungalows were the dominant style for smaller houses built throughout the country during the period from about 1905 until the early 1920s. The term "bungalow," derived from the name of typical native dwellings of the Bengal region of India, has come to define the type of house that is most closely associated with modest, everyday interpretations of the Craftsman style. In their earliest form, bungalows featured Indian characteristics such as central living spaces and vast, ventilating porches that had been adapted to suit colonial British tastes. By the beginning of the twentieth century, bungalows were deemed well suited for the California climate and soon became a prevailing typology. Promoted by architectural periodicals and made widely available by prefabricated "kits" of building components, bungalows proved to be both affordable and adaptable. Although prefabricated bungalows represented the mass production that the Arts and Crafts movement retaliated against, Californian designers and consumers found a compromise in Craftsman style dwellings.

Highland Park, Mount Washington, and other communities in Northeast Los Angeles that are located along the Arroyo Seco are awash in examples of the Craftsman style, and this area – along with nearby communities including Pasadena – are considered to be both the birthplace and the epicenter of the Craftsman architectural movement in Southern California. However, numerous examples of Craftsman style dwellings can be found in virtually every Los Angeles neighborhood that witnessed a period of growth in the early decades of the twentieth century. Echo Park is among these communities. Craftsman style houses are a dominant element of the community's streetscape, though consistent with Echo Park's middle-income roots the style is typically expressed in the form of modest bungalows that derive clear influence from the Arts and Crafts movement but are generally lacking in scale and accoutrement.

In SurveyLA, significant examples of Craftsman architecture are addressed in the "Architecture and Engineering/Arts and Crafts Movement" theme/subtheme combination. The following are listed in the corresponding Historic Context Statement as character-defining features of the Craftsman style:

- One or two stories in height
- Building forms that respond to the site
- Shingled exteriors, occasionally clapboard or stucco

- Low-pitched gabled roofs
- Broad, overhanging eaves with exposed structural members such as rafter tails, knee braces, and king posts
- Broad front entry porches of half for full-width, with square or battered columns, sometimes second-story sleeping porches
- Extensive use of natural materials for columns, chimneys, retailing walls, and landscape features
- Casement windows situated in groups

Evaluation of Eligibility

Evaluation of Significance

ARG concludes that none of the buildings on the Project Site is eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, as Los Angeles HCM, or as part of a Los Angeles HPOZ.

National Register Criterion A*: associated with events that have made a significant contribution to the broad patterns of our history.*

California Register Criterion 1*: associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

Local (HCM) Criterion 1*: is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community.*

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other

buildings on the Project Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these residences – not even the two that were built around the turn of the twentieth century – appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Project Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

The Project Site also contains two commercial buildings: 2225-2229 Sunset Boulevard, which was built in 1922, and 2233-2235 Sunset Boulevard, which was built in 1931. Both were constructed when an electric streetcar line ran down Sunset Boulevard, and both were historically used as retail stores and offices. These buildings' pedestrian orientation, integral relationship with the street, lack of accommodations for the automobile, and location along a heavily trafficked streetcar corridor reflects the broad patterns of neighborhood-oriented commercial development that defined the commercial landscape of Echo Park and other streetcar suburbs in the early decades of the twentieth century. However, there are numerous examples of streetcar-oriented commercial buildings in the vicinity, many of which are more articulated and are arguably better representations of these patterns of commercial development. Moreover, both commercial buildings have been altered, including the application of an incompatible stucco finish and the replacement of all original doors and windows. Due to these alterations, they now read as ubiquitous structures that lack a discernible sense of time and place.

There is insufficient evidence to demonstrate that any of the residential or commercial buildings associated with the Project Site are linked to an event that is considered to be singularly significant to history. Research did not indicate that any of the aforementioned residential buildings functioned as anything more than typical dwellings, or that any of the aforementioned commercial buildings was the site of anything more than typical commercial activities.

For the reasons stated above, none of the buildings on the Project Site are associated with events of patterns of events that have made a significant contribution to history. Therefore, none of the subject buildings satisfy National Register/California Register/Local Criterion A/1/1.

National Register Criterion B*: associated with the lives of persons significant in our past.*

California Register Criterion 2*: associated with the lives of persons important to local, California, or national history.*

Local (HCM) Criterion 2*: associated with the lives of historic personages important to national, state, city, or local history.*

There is insufficient evidence to demonstrate that any of the buildings on the Project Site bear a meaningful association with the productive lives of historically significant individuals.

The earliest known owner of 2225-2229 Sunset Boulevard was Mrs. Anna Hunt; the earliest known occupants were Henry Seif, who resided in the main house, and Thomas F. Hunt, who resided in the rear house at the back of the lot. No information could be found about Anna Hunt. Seif is identified in city directories as a sanitary inspector for the City Health Office; Hunt is identified in city directories as a painter. In subsequent years, many individuals moved into and out of these houses, as well as into and out of the rear duplex that was later added to the property in 1922. Research did not reveal notable information about the lives of these individuals. Based on what little information was available, they appear to have generally been single renters who were employed in typical middle-income professions.

The earliest known residents of 2231-2235 Sunset Boulevard were Stefan and Teresa Zacsek, both Hungarian immigrants, who are occupied the rear house at the back of the lot beginning in 1904, built the main house in 1909, and resided at the property until circa 1912. Stefan Zacsek is identified in city directories as a janitor and machinist; Teresa is identified as a bookkeeper. Following the Zacseks' departure, numerous individuals moved into and out of these houses, many of whom appear to have been renters. Among the longest-term residents of the property were Morris and Tillie Morse. The Morses resided in the main house from the 1930s until at least the 1960s, and permit records

indicate that they owned the property during this time. The Morses commissioned the construction of the commercial building at street level, where they operated a liquor store. Numerous other tenants have been associated with both the main house and the rear house over time. Research did not reveal any notable information about the lives of these individuals. Like the adjacent property at 2225-2229 Sunset Boulevard, those who resided in the two residential buildings on this parcel appear to have largely been working-class and middle-income renters employed in common professions. No information was uncovered to indicate that any one of them made notable contributions to history.

Between circa 1904 and circa 1912, Anna Zacsek, the daughter of Stefan and Teresa Zacsek, lived in the residences at 2231 and 2231½ Sunset Boulevard. She was a child at this time. Anna Zacsek, who later changed her name to Olga Grey, enjoyed a long and varied career during her adult life. She worked as a silent movie actress, dabbled in theater, and later became an accomplished attorney who specialized in cases involving civil rights. While Zacsek found success in each of these fields, there is insufficient evidence to demonstrate that her contributions to any one of these vocations' merits recognition as a historic individual in the spirit of this criterion. Moreover, Zacsek resided in this house during her childhood years, well before she made any inroads in the above-listed professions. She did not appear in her first film until 1915 – at which point she and her family had moved away from the subject property – and was not admitted to the California bar until many years after that, in 1932. These same points are emphasized in the 2011 OHR staff report that was prepared in response to the HCM nomination for 2231½ Sunset Boulevard; the staff report concludes that "it is uncertain whether her contributions to each field enable her to rise to the level of a historic personage under the Cultural Heritage Ordinance criteria. Nonetheless, the subject building itself is only associated with Zacsek's early life, from the ages of 6-14, and therefore cannot be sufficiently associated with her productive life."

The earliest known residents of 2216-2218 Elsinore Street were sisters Katherine MacGregor, a nurse, and Maribel MacGregor, a stenographer. The MacGregors lived in the main house between 1906 and 1917 and rented some of the rooms to boarders, largely single professional women. William Joerndt, a machinist, lived in the house for an extended period, between 1917 and the early 1940s. Joerndt constructed all of the additional buildings on the property. The earliest known resident of 1121 Mohawk Street was Mary McClellan. Others associated with the Elsinore and Mohawk properties appear to have been typical middle-income owners and renters. Research did not reveal any information about the lives of these individuals, or indicate that they made notable contributions to history that merit recognition.

Research also did not uncover any information to indicate that any of the landholders or business owners associated with either of the two commercial buildings on the Project Site (2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard) are historically significant. It is typical for commercial buildings to be

loosely associated with an array of people, as they are generally intended to be quasi-accessible to the public. However, there is insufficient evidence to demonstrate that any one of the individuals associated with these commercial buildings is historically significant in a manner that would merit consideration under this criterion. Absent information toward this end, there is no evidence to assert that any of the owners, commercial tenants, or their clientele made significant contributions to history.

In summary, none of the buildings on the Project Site are meaningfully associated with the lives of persons important to local, state, or national history. Therefore, none of the subject buildings satisfy National Register/California Register/local Criterion B/2/2.

National Register Criterion C*: embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

California Register Criterion 3*: embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.*

Local (HCM) Criterion 3*: it embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

Most of the subject buildings associated with the Project Site are vernacular and are generally lacking in distinguishing characteristics. Both commercial buildings, 2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard, as well as the rear duplex at 2229¼-½ Sunset Boulevard, the rear house at 2229¾ Sunset Boulevard, the rear house at 2231½ Sunset Boulevard, and the rear house at 2216 Elsinore Street are vernacular and lack the distinguishing characteristics of a particular style.

The house at 2227¼-¾ Sunset Boulevard exhibits characteristics of the Queen Anne style including asymmetrical massing, a steeply pitched roof, wood clapboard and shingle siding, and narrowly proportioned windows. However, the building has been substantially altered to the extent to which it can no longer adequately express its association with the style. The house has witnessed multiple additions, the addition of doors and exterior staircases, and the replacement of some, and likely all original windows. Together, these alterations have significantly modified the appearance and configuration of the house. It now reads as an amalgamation of disparate parts, and not as an honest expression of the Queen Anne style.

The houses at 2231 Sunset Boulevard, 2218 Elsinore Street, and 1121 Mohawk Street exhibit some characteristics of the Craftsman style including gabled roofs, overhanging eaves, and broad entry porches. However, these buildings read as simplified and

vernacular interpretations of the style, and are generally lacking in the level of articulation needed to render them excellent examples of the Craftsman style. These houses do not read as particularly profound architectural statements; rather, they are demonstrative of how basic elements of popular architectural styles, including the Craftsman style, were pared down and transposed to a vernacular context and the design of everyday suburban dwellings.

None of the buildings embody the distinctive characteristics of an architectural or historical type. Most are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California. Two of the buildings, 2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard, are low-slung commercial retail buildings that date to the pre-World War II period. This type of development is extremely common in the established neighborhoods of Los Angeles, and especially along the city's major boulevards and commercial arteries that once accommodated heavily trafficked streetcar routes.

None of the buildings are notable for their respective method of construction. All of the residential buildings appear to be typical, wood-frame buildings that were constructed using common methods and materials. The two commercial buildings are constructed of brick. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

None of the buildings represent the work of a master. The only building that is known to have been designed by an architect is the commercial building at 2233-2235 Sunset Boulevard, whose architect is identified on permits as H.S. Webster. Research did not uncover any information about the life or career of Webster. For the other buildings on the Project Site, original building permits are either not available, or did not identify an architect of record. In many instances, the contractor is listed as the property owner, suggesting that they did not retain the services of a professional. Given each building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that any of these buildings is the work of a master.

For these reasons, none of the buildings are significant for reasons related to architecture or physical design. Thus, none of the buildings satisfies National Register/ California Register/local Criterion C/3/3.

National Register Criterion D*: Has yielded, or may be likely to yield, information important in prehistory or history.*

California Register Criterion 4*: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.*

As an archaeological assessment was not conducted as part of the Historical Resources Assessment Report. Project impacts related to archaeological resources are discussed in response to Checklist Question V (b), (Cultural Resources – Archaeological Resources).

Local Historic District/HPOZ Evaluation

As noted in the evaluation against National Register/California Register/local Criterion C/3/3, the buildings comprising the Project Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Project Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Project Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. “Although the area retains some consistency of massing, scale, and architectural style,” notes the report, “many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district,” insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity

Integrity is the ability of a property to convey its significance, and is defined by the NPS as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period." NPS identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

The following is a summary of integrity for each building, organized by parcel:

<u>2225-2229 Sunset Boulevard</u>

Building 1: Commercial Building (2225-2229 Sunset Boulevard)

The commercial building at 2225-2229 Sunset Boulevard retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including the application of an incompatible stucco finish to exterior walls and replacement of original windows, the building does not retain integrity of design, materials, workmanship, or feeling.

Building 2: Main House (2227¼-¾ Sunset Boulevard)

The Queen Anne style house at 2227¼-¾ Sunset Boulevard retains integrity of location. Its integrity of setting and association are also intact but have been compromised. Due to alterations including multiple additions, the modification of original fenestration patterns with the insertion of additional entrances, the addition of multiple exterior stairs, and the replacement of some, and perhaps all windows, the building does not retain integrity of design, materials, workmanship, or feeling.

Building 3: Rear Duplex (2229¼-½ Sunset Boulevard)

The rear duplex at 2229¼-½ Sunset Boulevard retains all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Building 4: Rear House (2229¾ Sunset Boulevard)

The rear house at 2229¾ Sunset Boulevard retains integrity of location. Its integrity of setting and association are also intact but have been compromised. Due to alterations including a prominent front addition, reconfiguration of the porch, and the introduction of incompatible wall cladding materials, the building does not retain integrity of design, materials, workmanship, or feeling.

2231-2235 Sunset Boulevard

Building 1: Commercial Building (2233-2235 Sunset Boulevard)

The commercial building at 2233-2235 Sunset Boulevard retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including the application of an incompatible stucco finish to exterior walls and replacement of original windows, the building does not retain integrity of design, materials, workmanship, or feeling.

Building 2: Main House (2231 Sunset Boulevard)

The main house at 2231 Sunset Boulevard retains integrity of location and design. Its integrity of setting, materials, feeling, and association also remain intact but have been compromised.

Building 3: Rear House (2231½ Sunset Boulevard)

The rear house at 2231½ Sunset Boulevard retains integrity of location. Its integrity of setting and association also remain intact but have been compromised. Due to alterations including the addition of a second entrance comprising a stoop and door, modification of the porch, replacement of original windows, and construction of a rear addition, the building does not retain integrity of design, materials, workmanship, or feeling.

2216-2218 Elsinore Street

Building 1: Main House (2218 Elsinore Street)

The main house at 2218 Elsinore Street retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including porch modifications, a rear addition, and replacement of original wall cladding with incompatible asbestos shingles the building does not retain integrity of design, materials, workmanship, or feeling.

Building 2: Rear House (2216 Elsinore Street)

The rear house at 2216 Elsinore Street does not retain any aspects of integrity. It was constructed as a garage but was converted into a residence; its original use does not remain legible. It has also been extensively altered as a result of its conversion from a garage to a residence; alterations include the construction of multiple additions and the insertion of new door and window openings.

1121 Mohawk Street

The house at 1121 Mohawk Street retains integrity of location and setting. Its integrity of feeling and association also remain intact but have been compromised. Due to alterations including multiple additions, including a prominent addition to the front façade, the building does not retain integrity of design, materials, or workmanship.

Conclusion

In summary, none of the buildings on the Project Site is eligible for listing in the National Register, the California Register, or as Los Angeles HCMs or HPOZs. Thus, these buildings are not considered to be historical resources for purposes of CEQA. As such, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. Therefore, no impacts related to historical resources would occur as a result of the Project.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

Less Than Significant Impact. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. Based on a records search conducted by the South Central Coast Information Center (SCCIC), one archaeological resource is known to exist within a 0.25-mile radius of the Project Site.[11] No archaeological sites and/or resources have been recorded at the Project Site (refer to Appendix D). However, it is possible that unknown archaeological resources could exist at the Project Site. In the event that unknown archaeological resources were encountered at the site, the Applicant would be required to comply with the City's Standard Condition of Approval related to Inadvertent Discovery of Archaeological Resources, as follows:

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;

11 *South Central Coastal Information Center, Records Search Results for the Cypress 2217 W Sunset Project, October 3, 2020. Refer to Appendix D.*

- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
- The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.

- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton
  800 North State College Boulevard
  Fullerton, CA 92834

- Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Through compliance with the City's Standard Condition of Approval, Project impacts related to archaeological resources would be less than significant.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the

excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Through compliance with existing regulatory standards, Project impacts to human remains would be less than significant.

Cumulative Impacts

As discussed above, the Project would not result in impacts to any significant historical resource. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to historical resources. Impacts related to archaeological resources and human remains are site-specific and are assessed on a site-by-site basis. All development in the City (including the Project and the related projects) that involves ground-disturbing activities is required to implement standard City conditions of approval related to the discovery of archaeological resources, as well as existing state and City regulations related to discovery of human remains. For these reasons, cumulative impacts related to cultural resources would be less than significant.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

a) Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. This analysis addresses the six criteria outlined in Appendix F of the CEQA Guidelines.

Criterion 1: *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

Construction

As shown on Table VI-1, Project construction would consume approximately a total of 49,168 gallons of gasoline and 2,195,989 gallons of diesel. Project construction is expected to be completed in 2024. The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity. Furthermore, electricity used to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structure would be consumed during Project construction. This electricity would be supplied to the Project Site by the Los Angeles Department of Water and Power (LADWP) and would be obtained from the existing electrical lines that connect to the Project Site that include a 4.8 kilovolt (kV) circuit that runs overhead on Mohawk Street and overhead and underground on Sunset Boulevard. Electricity consumed during Project construction would be temporary and would cease upon the completion of construction, as well as vary, depending on site-specific operations and the amount of construction occurring at any given time. Overall, construction activities associated with the Project would require limited electricity supply that would not have an adverse impact on available electricity supplies. Therefore, electricity impacts during construction would be less than significant.

Table VI-1
Summary of Energy Use During Project Construction[1]

Fuel Type	Quantity
Gasoline	
On-Road Construction Equipment	49,168 gallons
Off-Road Construction Equipment	0 gallons[2]
Total Gasoline	***49,168 gallons***
Diesel	
On-Road Construction Equipment	2,160,144 gallons
Off-Road Construction Equipment	22,566 gallons
Total Diesel	***2,195,989 gallons***
Total Petroleum-Based Fuel	**2,245,157 gallons**

kWh = kilowatt-hours

[1] *Detailed calculations are included in Appendix E.*
[2] *Off-road construction equipment uses diesel fuel.*

Demolition activities are projected to take approximately two months. Heavy-duty construction equipment needed to complete these activities would include diesel-fueled haul trucks, concrete/industrial saw, generator sets, and a rubber tired dozer. The use of haul trucks with double trailers could be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. Heavy-duty construction equipment needed during construction of the Project would include a cranes, aerial lift, cement and mortar mixer, concrete/industrial saw, generator sets, other material handling equipment, pump, forklift, tractor/loader/backhoe, and welders the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Based on EMFAC data compiled by CARB, the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2019 was 23.68 miles per gallon (mpg) for gasoline and 9.43 mpg for diesel.[12] In 2018, California consumed a total of 3.4 billion barrels of gasoline for transportation, which is equivalent to a total annual consumption of 143 billion gallons by the transportation sector.[13]

Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction.

12 *CARB, https://arb.ca.gov/emfac/emissions-inventory.*
13 *EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, accessed November 2018. One barrel of oil has 42 gallons of oil.*

Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

Energy Conservation

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.[14] In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

Electricity Demand

Currently, LADWP is able to supply over 7,880 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW.[15] Estimated peak demand in 2023-2024 (approximate Project buildout timeframe) is expected to grow to 6,029 MW.[16] Despite these growth projections, demand would still not exceed the existing capacity of 7,880 MW. Thus, there is adequate supply capacity to serve the Project, as it is projected that approximately 1,886,554 kWh/yr of electricity would be used per year at the Project Site

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14 *California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.*

15 *LADWP, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=12do6zwhm2_4&_afrLoop=86275907941327.*

16 *2017 Power Strategic Long-Term Resource Plan, December 2017.*

(refer to Table VI-2). Electrical conduits, wiring, and associated infrastructure would be conveyed to the Project Site from existing LADWP lines that include a 4.8 kV circuit that runs overhead on Mohawk Street and overhead and underground on Sunset Boulevard during construction.

Table VI-2
Estimated Project Electricity Demand

Land Use	Size	Total (kWh/yr)[1]
Residential	176 du	696,974
Parking	203,000 sf	1,189,580
	Total	**1,886,554**

kWh = kilowatt-hours *yr = year* *du = dwelling unit* *sf =square feet*

[1] *Calculated via CalEEMod (refer to Appendix B).*

The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP and what exists currently at the Project Site for the existing uses. The Project would be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards and would also be in compliance with the City's Green Building Code. Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.[17] Based on the above analysis, a less than significant impact associated with the consumption of electricity would occur.

Natural Gas Demand

As shown on Table VI-3, the Project would consume approximately 1,622,180 cubic feet of natural gas per year. Natural gas is provided to the Project Site by Southern California Gas Company (SoCalGas). Natural gas conveyance infrastructure in the vicinity of the Project Site includes 2-inch lines in Mohawk Street and Elsinore Street and a 12-inch line in Sunset Boulevard. Natural gas service is provided in accordance with the SoCalGas's policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual agreements are made. The availability of natural gas is based on current conditions of gas supply and regulatory policies. As a public utility, SoCalGas is under the jurisdiction of the CPUC but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

17 *LADWP Rules Governing Water and Electric Service: http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf.*

Table VI-3
Estimated Project Natural Gas Demand

Land Use	Size	Total (cf/yr)[1]
Residential	176 du	1,622,180
Parking	203,000 sf	0
	Total	**1,622,180**

cf = cubic feet yr = year sf =square feet

[1] *Calculated via CalEEMod (refer to Appendix B). CalEEMod reports natural gas consumption in 1,000 British thermal units (kBTU). SoCalGas reports natural gas consumption in cubic feet (cf). For comparison purposes, the Project's natural gas consumption from the CalEEMod results has been converted into cf. One kBTU equals approximately 0.98 cf.*

Gas supply available to SoCalGas from California sources averaged 323 million cubic feet per day (cf/day) in 2017.[18] SoCalGas projects total natural gas demand to decrease at an annual rate of 0.74 percent per year from 2018 to 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 codes and standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with natural gas consumption becoming more efficient and decreasing, SoCalGas's projection for natural gas demand also decreases. Interstate pipeline delivery capability into SoCalGas on any given day is theoretically approximately 6,665 million cubic feet/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SoCalGas's estimated physical capacity of upstream pipelines. SoCalGas's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cubic feet, of that, 112.5 billion cubic feet is allocated to residential, small industrial, and commercial customers. In 2024 (anticipated Project buildout year), SoCalGas is anticipated to have a natural gas supply of approximately 3,775 million cf/day.[19]

The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. The Project would not result in the construction of natural gas facilities (i.e., distribution lines) that would cause significant environmental impacts. As such, a less than significant impact to natural gas infrastructure would occur.

18 *2018 California Gas Report, California Gas and Electric Utilities, 2018.*
19 *Ibid.*

Project operation would result in the irreversible consumption of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Project would be in compliance with the City's Green Building Code, which requires building energy efficiency measures. Therefore, Project impacts related to natural gas supply would be less than significant.

Transportation Energy Demand

The Project Site's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of Metro bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site, including Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[20] Also, the Project is located a highly urbanized area in the City and would develop 176 multi-family residential units within an HQTA, as defined by SCAG, and within a TPA as defined by SB 743, and also in close proximity to existing sources of employment and shopping. Also, the Project includes 112 long-term bicycle parking spaces and 13 short-term bicycle parking spaces. As such, the Project would reduce vehicle trips and VMT by encouraging walking, bicycling, and other non-automotive forms of transportation, which would result in corresponding reductions in energy demand.

The National Highway Traffic Safety Administration (NHTSA) and CARB have implemented several policies, rules, and regulations, such as Corporate Average Fuel Economy (CAFE) Standards and the Advanced Clean Cars Program, to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption.

Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site would reduce the Project's consumption of gasoline and diesel. With compliance with regulatory measures, the Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

Criterion 2: *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*

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20 *Transportation Assessment Report, Linscott, Law & Greenspan, September 17, 2020. Refer to Appendix J.*

Electricity

The availability of electricity is dependent on adequate generating capacity and adequate fuel supplies. The estimated power requirement for the Project would be part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. The LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model. In planning sufficient future resources, the LADWP's 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs. Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (the Project's buildout year) would be 23,286 gigawatt-hours (GWh) of electricity.[21] As discussed previously, the Project would consume approximately 1,886,554 kWh of electricity annually, representing a small fraction of one percent of LADWP's projected sales for the 2023-2024 fiscal year. As future projected electricity supplies from LADWP are adequate to serve the Project, Project impacts on local and regional electricity supplies would be less than significant.

Natural Gas

As stated above, SoCalGas has a combined theoretical storage working inventory capacity of 112.5 billion cf allocated to residential, small industrial, and commercial customers.[22] In 2024 (anticipated Project buildout year), SoCalGas is anticipated to have a natural gas supply of approximately 3,775 million cf/day. Since the Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. However, the Project would require Project-specific infrastructure improvements to connect to the existing infrastructure serving the Project Site area.

As discussed previously, the Project's net natural gas demands are estimated to be approximately 1,622,180 cubic feet per year and would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity. Thus, the Project's estimated natural gas consumption would be within the SoCalGas's existing natural gas storage capacity of 112.5 billion cubic feet as of 2018. Therefore, Project's impacts on local and regional natural gas supplies would be less than significant.

Criterion 3: *The effects of the project on peak and base period demands for electricity and other forms of energy.*

As discussed above, the Project's demand for electricity and natural gas supply would be

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21 *2017 Power Strategic Long-Term Resource Plan, LADWP, December 2017.*

22 *2018 California Gas Report, California Gas and Electric Utilities, 2018.*

well within the available regional supplies of LADWP and SoCalGas, respectively. The Project's energy demand and consumption would be relatively negligible compared to available supplies. The Project's demand for electricity and natural gas would have a less than significant impact on the peak and base period demands of LADWP and SoCalGas, respectively.

Criterion 4: *The degree to which the project complies with existing energy standards.*

The proposed Project would be required to comply with Title 24 requirements, CalGreen requirements, and the City's Green Building Code. Additionally, vehicles used by Project residents would be subject to improving fuel-energy standards, including improved engine combustion and the use of electric vehicles. Thus, the Project would comply with energy standards, and impacts would be less than significant.

Criterion 5: *The effects of the project on energy resources.*

Electricity

LADWP's electricity generation is supplied from a variety of non-renewable and renewable sources, such as coal, natural gas, solar, geothermal, wind, and hydropower. Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (the Project's buildout year) would be 23,086 GWh of electricity. As such, the Project's estimated net annual usage demand of 1,886,554 kWh would be a small fraction of one percent of LADWP's projected sales for the 2023-2024 fiscal year.

In accordance with Senate Bill 350 (SB 350) (Clean Energy and Pollution Reduction Act), which establishes clean energy, clean air, and GHG emissions reduction goals, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. According to the 2017 SLTRP, LADWP has increased renewable energy percentage from 3 percent to 29 percent from 2003 to 2016. LADWP's future strategy is pursuing higher renewables, energy efficiency, and future electrification of existing fossil fuel processes. It is expected that solar and wind will provide most of the new renewable electric generation in the years ahead. The Project would adhere to the required building code standards, such as 2016 Title 24 standards and the City's Green Building Code, to ensure energy efficiency within the Project building. Compliance with energy standards is expected to result in more efficient use of electricity in future years. As such, the Project would not impact electricity resources, and impacts would be less than significant.

Natural Gas

Sources of Southern California's natural gas are primarily obtained from western United States and Canada with a small portion from in-state. As stated in the 2018 California Gas Report, SoCalGas's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cf; of that, 112.5 billion cf is allocated to residential, small industrial, and commercial customers. The Project's demand for natural gas supply

is estimated to be approximately 1,622,180 cubic feet per year, which would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity and thus, would be well within the SoCalGas's existing natural gas storage capacity of 112.5 billion cubic feet as of 2018. Compliance with energy standards are expected to result in more efficient use of natural gas in future years. Therefore, the Project would not impact natural gas resources, and impacts would be less than significant.

Criterion 6: *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

Approximately 616,121 thousand barrels of crude oil (approximately 25.9 billion gallons) were supplied to California refineries in 2019.[23] Assuming that oil supplies remain constant, the Project's estimated consumption of 35,194 gallons of gasoline and 8,744 gallons of diesel fuel per year (refer to Appendix E) would be a small fraction of one percent of total fuel supplies. This estimate is conservative since it is assumed that California's future reliance on oil would be reduced since vehicles are transitioning to alternative fuels, such as electric-fueled vehicles. Additionally, the Project Site's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of Metro bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site, including Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[24] Also, the Project is located a highly urbanized area in the City and would develop 176 multi-family residential units within an HQTA, as defined by SCAG, and within a TPA as defined by SB 743, and also in close proximity to existing sources of employment and shopping. Also, the Project includes 112 long-term bicycle parking spaces and 13 short-term bicycle parking spaces. As such, the Project's transportation energy consumption would have a negligible impact to California's oil supplies, and impacts on energy resources would be less than significant.

Conclusion

As discussed above, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, impacts related to energy would be less than significant.

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23 *California Energy Commission, Oil Supply Sources to California Refineries, https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries, accessed April 27, 2020.*

24 *Transportation Assessment Report, Linscott, Law & Greenspan, September 17, 2020. Refer to Appendix J.*

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the 2016 CALGreen building code, and the City's Green Building Code. As these conservation policies are mandatory under the City's Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency. As discussed in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency) and Checklist Question XI(b) (Land Use and Planning – Plan/Policy/Regulation Consistency), the Project would also be consistent with the LA Green Plan/Climate LA and SCAG's 2020-2045 RTP/SCS. The Project's adaptive reuse, vertical expansion, and conversion of the existing building on the Project Site would serve to reduce VMT and associated transportation fuel usage within the region.

In order to meet reduction goals in the LA Green Plan/ClimateLA, LADWP will continue to implement programs to emphasize water conservation and will pursue securing alternative supplies, including recycled water and storm water capture. With regard to solid waste, the City implemented the RENEW LA plan to meet solid waste reduction goals by expanding recycling to multi-family dwellings, commercial establishments, and restaurants. The Project would be indirectly affected by these actions and would further reduce water and solid waste generation, thereby meeting the goals of the LA Green Plan/ClimateLA. With respect to the Sustainable City pLAn, in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency), although the pLAn is not directly applicable to private development projects, the Project would generally be consistent with the City's targets related to decrease of VMT per capita by 5 percent by 2025 and to increase trips made by walking, biking, or transit by at least 35 percent by 2025. The Project would generally comply with these targets as the Project is an infill development consisting of hotel and restaurant uses on the Project Site, which is located near regional and local transit services. The Project would be well-served by transit and in compliance with the LAMC, would implement a TDM Program that would encourage transit use. Furthermore, the Project would comply with the LA Green Building Code, which requires a 20 percent reduction in water use and a requirement to exceed Title 24 energy efficiency standards.

For these reasons, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts related to this issue would be less than significant.

Cumulative Impacts

Electricity

The Project, in conjunction with the related projects, could result in a net increased

demand for electricity supplies. LADWP's 2017 SLTRP serves as a comprehensive 20-year plan to supply reliable electricity to the City in an environmentally responsible and cost effective manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands,. Thus, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City's Green Building Code. Compliance with Title 24 energy conservation standards, City's Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. Additionally, as discussed above, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources accounted for 30 percent of LADWP's overall energy mix in 2017, the most recent year for which data are available. This represents the available off-site renewable sources of energy that could meet the Project's and related projects energy demand. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of electricity. Therefore, cumulative impacts related to electricity would be less than significant.

Natural Gas

The Project, in conjunction with the related projects, could result in a net increased demand for natural gas supplies. As a public utility provider, SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Each of the related projects would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each related project. Additionally, compliance with energy conservation standards pursuant to Title 24 would reduce cumulative demand for natural gas resources. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of natural gas. Therefore, cumulative impacts related to natural gas would be less than significant.

Transportation Energy

The Project, in conjunction with the related projects, could result in a net increased demand for transportation energy. As discussed previously, the NHTSA and CARB have

implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Also, all of the related projects are located in a transit-rich area of the City and as such, provide opportunities for alternative sources of transportation. Thus, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of transportation energy. Therefore, cumulative impacts related to transportation energy would be less than significant.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site.[25] The fault closest to the Project Site is the Upper Elysian Park Fault, located approximately 0.4 kilometers from the Project Site.[26] Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault on the Project Site. Therefore, no impacts related to this issue would occur as a result of the Project.

ii) Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. Given the Project Site's location in a seismically active region, the Project Site could experience seismic groundshaking in the event of an earthquake. The fault closest to the Project Site is the Upper Elysian Park Fault, located approximately 0.4 kilometers from the Project Site. However, the Applicant would be required to design and construct the Project in conformance to the most recently adopted LAMC and applicable recommendations made in the Preliminary Geotechnical Investigation Report prepared for the Project, dated March December 20, 2019, and any updates made in a final geotechnical report. Conformance with the City's current Building Code requirements would minimize the potential for structural failure, injury, and loss of life during an earthquake event and thus, not cause or accelerate geologic hazards or expose people to substantial risk of injury. Therefore, Project impacts related to groundshaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. According to the California Department of Conservation – Division of Mines and Geology's Seismic Hazard Zone Report 026 and the City's Safety Element, the

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25 *Preliminary Geotechnical Investigation Report, Langan, December 20, 2019. Refer to Appendix F.*

26 *City of Los Angeles Zoning Information and Map Access System (ZIMAS).*

Project Site is not located within a mapped liquefaction-potential investigation zone.[27] Thus, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, caused in whole or in part by the Project's exacerbation of the existing environmental conditions. Therefore, no impacts related to this issue would occur as a result of the Project.

iv) Landslides caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. According to the California Department of Conservation – Division of Mines and Geology's Seismic Hazard Zone Report 026 and the City's Safety Element, the Project Site is not located within a mapped zone of landslide occurrences.[28] Thus, The Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, no impacts related to this issue would occur as a result of the Project.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. During the Project's construction phase, soil would be exposed. However, the Applicant would be required to implement SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site. Also, the Applicant would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to any ground-disturbing activities and would be implemented during Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet

27 *Preliminary Geotechnical Investigation Report, Langan, December 20, 2019. Refer to Appendix F.*

28 *Ibid.*

weather erosion control plan if ground-disturbing activities occur during a rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during ground-disturbing activities.

Additionally, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Project would not cause or exacerbate soil erosion or loss of topsoil and Project impacts related to soil erosion would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact. As discussed in response to Checklist Question VII(a)(iii) (Geology and Soils – Liquefaction), no Project impacts related to liquefaction would occur. As discussed in response to Checklist Question VII(c) (Geology and Soils – Landslides), no impacts related to landslides would occur as a result of the Project. The Preliminary Geotechnical Investigation Report prepared for the Project (refer to Appendix F) did not identify any issues related to lateral spreading, subsidence, or collapse. Thus, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, no impacts related to this issue would occur as a result of the Project.

d) Would the project be located on expansive soil, as identified on Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

No Impact. The Preliminary Geotechnical Investigation Report prepared for the Project (refer to Appendix F) noted that based on subsurface conditions and reported geologic conditions at the Project Site, soils are not considered expansive. Thus, the Project would not be located on expansive soil, as identified on Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Therefore, no Project impacts related to this issue would occur as a result of the Project.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the

Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Therefore, no impacts related to this issue would occur as a result of the Project.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. A records search was conducted with the Los Angeles County Natural History Museum to determine the likelihood for unique paleontological resources to occur at the Project Sites (refer to Appendix F). The records search revealed that no vertebrate fossil localities have been identified at the Project Site, but fossil localities have been identified nearby within the same sedimentary deposits that occur at the Project Site. As with all development in the City that includes any ground-disturbing activities, the Applicant would be required to comply with the City's Standard Condition of Approval related to the inadvertent discovery of subsurface resources. If paleontological resources are encountered, the Applicant would be required to notify the Department of Building and Safety immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in PRC Section 5097.5. Therefore, by complying with the applicable regulatory requirements, Project impacts related to paleontological resources would be less than significant.

Cumulative Impacts

Geotechnical impacts related to future development in the City involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site are specific to that site and its users and would not be in common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site is subject to uniform site development and construction standards that are designed to protect public safety. Therefore, cumulative geotechnical impacts related would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

The analysis provided below is primarily based on technical data prepared by DKA Planning (refer to Appendix B).

INTRODUCTION

Global greenhouse gas (GHG) emissions due to human activities have grown since pre-industrial times. As reported by the United States Environmental Protection Agency (USEPA), global carbon emissions from fossil fuels increased by over 16 times between 1900 and 2008 and by about 1.5 times between 1990 and 2008. In addition, in the Global Carbon Budget 2014 report, published in September 2014, atmospheric carbon dioxide (CO_2) concentrations in 2013 were found to be 43 percent above the concentration at the start of the Industrial Revolution, and the present concentration is the highest during at least the last 800,000 years.[29] Global increases in CO_2 concentrations are due primarily to fossil fuel use, with land use change providing another significant but smaller contribution. With regard to emissions of non-CO_2 GHGs, these have also increased significantly since 1990.[30] In particular, studies have concluded that it is very likely that the observed increase in methane (CH_4) concentration is predominantly due to agriculture and fossil fuel use.[31]

In August 2007, international climate talks held under the auspices of the United Nations Framework Convention on Climate Change (UNFCCC) led to the official recognition by the participating nations that global emissions of GHG must be reduced. According to the "Ad Hoc Working Group on Further Commitments of Annex I Parties under the Kyoto Protocol," avoiding the most catastrophic events forecast by the United Nations Intergovernmental Panel on Climate Change (IPCC) would entail emissions reductions

29 *C. Le Quéré, et al., Global Carbon Budget 2014, Earth System Science Data, 201%.*
30 *USEPA, Global Greenhouse Gas Emissions Data, https://www.epa.gov/sites/production/files/2019-09/documents/epa_non-co2_greenhouse_gases_rpt-epa430r19010.pdf.*
31 *USEPA, Atmospheric Concentrations of Greenhouse Gas, updated June 2015.*

by industrialized countries in the range of 25 to 40 percent below 1990 levels. Because of the Kyoto Protocol's Clean Development Mechanism, which gives industrialized countries credit for financing emission-reducing projects in developing countries, such an emissions goal in industrialized countries could ultimately spur efforts to cut emissions in developing countries as well.[32]

With regard to the adverse effects of global warming, as reported by SCAG, "Global warming poses a serious threat to the economic well-being, public health and natural environment in southern California and beyond. The potential adverse impacts of global warming include, among others, a reduction in the quantity and quality of water supply, a rise in sea level, damage to marine and other ecosystems, and an increase in the incidences of infectious diseases. Over the past few decades, energy intensity of the national and state economy has been declining due to the shift to a more service-oriented economy. California ranked fifth lowest among the states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product. However, in terms of total CO_2 emissions, California is second only to Texas in the nation and is the 12th largest source of climate change emissions in the world, exceeding most nations. The SCAG region, with close to half of the state's population and economic activities, is also a major contributor to the global warming problem."[33]

GHG Emissions Background

GHG emissions include CO_2, CH_4, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[34] Carbon dioxide is the most abundant GHG. Other GHG emissions are less abundant but have higher global warming potential than CO_2. Thus, emissions of other GHG emissions are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions. A general description of the GHG emissions is provided on Table VIII-1.

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32 *United Nations Framework Convention on Climate Change, Press Release—Vienna UN Conference Shows Consensus on Key Building Blocks for Effective International Response to Climate Change, August 31, 2007*

33 *SCAG, The State of the Region—Measuring Regional Progress, December 2006, p. 121.*

34 *As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.*

Table VIII-1
Description of Identified GHG Emissions[a]

Greenhouse Gas	General Description
Carbon Dioxide (CO_2)	An odorless, colorless GHG, which has both natural and anthropocentric sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO_2 are burning coal, oil, natural gas, and wood.
Methane (CH_4)	A flammable gas and is the main component of natural gas. When one molecule of CH_4 is burned in the presence of oxygen, one molecule of CO_2 and two molecules of water are released. A natural source of CH_4 is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain CH_4, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and cattle.
Nitrous Oxide (N_2O)	A colorless GHG. High concentrations can cause dizziness, euphoria, and sometimes slight hallucinations. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is used in rocket engines, racecars, and as an aerosol spray propellant.
Hydrofluorocarbons (HFCs)	Chlorofluorocarbons (CFCs) are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are non-toxic, non-flammable, insoluble, and chemically unreactive in the troposphere (the level of air at Earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. Because they destroy stratospheric ozone, the production of CFCs was stopped as required by the Montreal Protocol in 1987. HFCs are synthetic man-made chemicals that are used as a substitute for CFCs as refrigerants. HFCs deplete stratospheric ozone, but to a much lesser extent than CFCs.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane and hexafluoroethane. The two main sources of PFCs are primary aluminum production and semi-conductor manufacturing.
Sulfur Hexafluoride (SF_6)	An inorganic, odorless, colorless, non-toxic, and non-flammable gas. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semi-conductor manufacturing, and as a tracer gas for leak detection.
Nitrogen Trifluoride (NF_3)	An inorganic, non-toxic, odorless, non-flammable gas. NF_3 is used in the manufacture of semi-conductors, as an oxidizer of high-energy fuels, for the preparation of tetrafluorohydrazine, as an etchant gas in the electronic industry, and as a fluorine source in high power chemical lasers.

[a] *GHG emissions identified on this table are ones identified in the Kyoto Protocol and other synthetic gases recently added to the IPCC's Fifth Assessment Report.*

Source: Association of Environmental Professionals, Alternative Approaches to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents, Final, June 29, 2007; Environmental Protection Agency, Acute Exposure Guideline Levels (AEGLs) for Nitrogen Trifluoride; January 2009.

Global Warming Potential (GWP) is one type of simplified index based upon radiative properties used to estimate the potential future impacts of emissions of different gases upon the climate system. The GWP is based on a number of factors, including the radiative efficiency (heat-absorbing ability) of each gas relative to that of CO_2, as well as the decay rate of each gas (the amount removed from the atmosphere over a given number of years) relative to that of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. A summary of the atmospheric lifetime and GWP of selected gases is presented on Table VIII-2.[35] As indicated on the table, the GWP ranges from 1 to 22,800.

Table VIII-2
Atmospheric Lifetimes and Global Warming Potential

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100-year time horizon)
Carbon Dioxide (CO_2)	50–200	1
Methane (CH_4)	12 (+/-3)	25
Nitrous Oxide (N_2O)	114	298
HFC-23: Fluoroform (CHF_3)	270	14,800
HFC-134a: 1,1,1,2-Tetrafluoroethane (CH_2FCF_3)	14	1,430
HFC-152a: 1,1-Difluoroethane ($C_2H_4F_2$)	1.4	124
PFC-14: Tetrafluoromethane (CF_4)	50,000	7,390
PFC-116: Hexafluoroethane (C_2F_6)	10,000	12,200
Sulfur Hexafluoride (SF_6)	3,200	22,800
Nitrogen Trifluoride (NF_3)	740	17,200

Source: IPCC, Climate Change 2007: Working Group I: The Physical Science Basis, Direct Global Warming Potentials, www.ipcc.ch/publications_and_data/ar4/wg1/en/ch2s2-10-2.html, accessed November 18, 2020.

Projected Impacts of Global Warming in California

The scientific community's understanding of the fundamental processes responsible for global climate change has improved over the past decade, and its predictive capabilities are advancing. However, there remain significant scientific uncertainties in, for example, predictions of local effects of climate change, occurrence, frequency, and magnitude of extreme weather events, effects of aerosols, changes in clouds, shifts in the intensity and distribution of precipitation, and changes in oceanic circulation. Due to the complexity of the Earth's climate system and inability to accurately model it, the uncertainty surrounding

35 *Atmospheric lifetime is defined as the time required to turn over the global Atmospheric burden. Source: Intergovernmental Panel on Climate Change, IPCC Third Assessment Report: Climate Change 2001 (TAR), Chapter 4: Atmospheric Chemistry and Greenhouse Gases, 2001, p. 247.*

climate change may never be completely eliminated. Nonetheless, the IPCC's *Fifth Assessment Report, Summary for Policy Makers* states that, "it is *extremely likely* that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in greenhouse gas concentrations and other anthropogenic forces together."[36] A report from the National Academy of Sciences concluded that 97 to 98 percent of the climate researchers most actively publishing in the field support the tenets of the IPCC in that climate change is very likely caused by human (i.e., anthropogenic) activity.[37]

According to the California Air Resources Board (CARB), the potential impacts in California due to global climate change may include: loss in snow pack; sea level rise; more extreme heat days per year; more high ozone days; more large forest fires; more drought years; increased erosion of California's coastlines and sea water intrusion into the Sacramento and San Joaquin Deltas and associated levee systems; and increased pest infestation.[38] Below is a summary of some of the potential effects that could be experienced in California as a result of global warming and climate change.

Air Quality

Higher temperatures, conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect and thus, its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would exacerbate air quality. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.[39] However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires.

In 2009, the California Natural Resources Agency (CNRA) published the *California Climate Adaptation Strategy* as a response to the Governor's Executive Order S-13-

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36 *Intergovernmental Panel on Climate Change, Fifth Assessment Report, Summary for Policy Makers, page 5, 2013, http://ipcc.ch/report/ar5/syr/. Accessed November 2020.*

37 *Anderegg, William R. L., J.W. Prall, J. Harold, S.H., Schneider, Expert Credibility in Climate Change, Proceedings of the National Academy of Sciences of the United States of America. 2010;107:12107-12109.*

38 *California Environmental Protection Agency, Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, 2006, http://climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF.*

39 *California Environmental Protection Agency, Preparing California for Extreme Heat: Guidance and Recommendations, October 2013, https://toolkit.climate.gov/reports/preparing-california-extreme-heat-guidance-and-recommendations, accessed December 15, 2020.*

2008.[40] The CNRA report lists specific recommendations for state and local agencies to best adapt to the anticipated risks posed by a changing climate. In accordance with the *California Climate Adaptation Strategy*, the California Energy Commission (CEC) was directed to develop a website on climate change scenarios and impacts that would be beneficial for local decision makers.[41] The website, known as Cal-Adapt, became operational in 2011.[42] The information provided on the Cal-Adapt website represents a projection of potential future climate scenarios. The data are comprised of the average values (i.e., temperature, sea-level rise, snowpack) from a variety of scenarios and models and are meant to illustrate how the climate may change based on a variety of different potential social and economic factors. According to the Cal-Adapt website, the portion of the city in which the Project Site is located could result in an average increase in temperature of approximately 5.4 to 8.0°F by 2070–2099, compared to the baseline 1961–1990 period.

Water Supply

Uncertainty remains with respect to the overall impact of global climate change on future water supplies in California. Studies have found that, "[c]onsiderable uncertainty about precise impacts of climate change on California hydrology and water resources will remain until we have more precise and consistent information about how precipitation patterns, timing, and intensity will change."[43] For example, some studies identify little change in total annual precipitation in projections for California while others show significantly more precipitation.[44] Warmer, wetter winters would increase the amount of runoff available for groundwater recharge; however, this additional runoff would occur at a time when some basins are either being recharged at their maximum capacity or are already full. Conversely, reductions in spring runoff and higher evapotranspiration because of higher temperatures could reduce the amount of water available for recharge.[45]

The California Department of Water Resources report on climate change and effects on the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta, concludes that "climate change will likely have a significant effect on California's future water resources…[and] future water demand." It also reports that "much uncertainty about future water demand [remains], especially [for] those aspects of

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40 *California Natural Resources Agency, Climate Action Team, 2009 California Climate Adaptation Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008, 2009.*

41 *Ibid.*

42 *The Cal-Adapt website address is: http://cal-adapt.org.*

43 *Pacific Institute for Studies in Development, Environment and Security, Climate Change and California Water Resources: A Survey and Summary of the Literature, July 2003, page 5, http://www.pacinst.org/reports/climate_change_and_california_water_resources.pdf.*

44 *Ibid.*

45 *California Natural Resources Agency, Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy, 2014. Accessed November 2017.*

future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain."[46] It also reports that the relationship between climate change and its potential effect on water demand is not well understood, but "[i]t is unlikely that this level of uncertainty will diminish significantly in the foreseeable future." Still, changes in water supply are expected to occur, and many regional studies have shown that large changes in the reliability of water yields from reservoirs could result from only small changes in inflows.[47] In its *Fifth Assessment Report*, the IPCC states "Changes in the global water cycle in response to the warming over the 21st century will not be uniform. The contrast in precipitation between wet and dry regions and between wet and dry seasons will increase, although there may be regional exceptions."[48]

Hydrology and Sea Level Rise

As discussed above, climate change could potentially affect: the amount of snowfall, rainfall and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. Sea level rise can be a product of global warming through two main processes: expansion of seawater as the oceans warm, and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a $30 billion agricultural industry that produces half the country's fruits and vegetables. Higher CO_2 levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water demand could increase; crop-yield could be threatened by a less reliable water supply; and greater ozone pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thus affect their quality.[49]

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46 *California Department of Water Resources Climate Change Report, Progress on Incorporating Climate Change into Planning and Management of California's Water Resources, July 2006, page 2-54.*

47 *Ibid.*

48 *Intergovernmental Panel on Climate Change, Fifth Assessment Report, Summary for Policy Makers, 2013, page 20.*

49 *California Climate Change Center, Our Changing Climate: Assessing the Risks to California, 2008, https://www.ucsusa.org/resources/our-changing-climate-assessing-risks-california.*

Ecosystems and Wildlife

Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists expect that the average global surface temperature could rise by 2-11.5°F (1.1-6.4°C) by 2100, with significant regional variation.[50] Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as 2 feet along most of the United States coastline. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes such as carbon cycling and storage.[51]

Regulatory Framework

In response to growing scientific and political concern with global climate change, federal and state entities have adopted a series of laws to reduce emissions of GHG emissions to the atmosphere.

Federal

Federal Clean Air Act

The U.S. Supreme Court ruled in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), that CO_2 and other GHG emissions are pollutants under the CAA, which the USEPA must regulate if it determines they pose an endangerment to public health or welfare. The U.S. Supreme Court did not mandate that the USEPA enact regulations to reduce GHG emissions. Instead, the Court found that the USEPA could avoid taking action if it found that GHG emissions do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHG emissions contribute to climate change.

On April 17, 2009, the USEPA issued a proposed finding that GHG emissions contribute to air pollution that may endanger public health or welfare. On April 24, 2009, the proposed rule was published in the Federal Register under Docket ID No. EPA-HQ-OAR-2009-0171. The USEPA stated that high atmospheric levels of GHG emissions "are the unambiguous result of human emissions and are very likely the cause of the observed increase in average temperatures and other climatic changes." The USEPA further found that "atmospheric concentrations of greenhouse gases endanger public health and welfare within the meaning of Section 202 of the Clean Air Act." The findings were signed

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50 *National Research Council, Advancing the Science of Climate Change, 2010.*

51 *Parmesan, C., and H. Galbraith, Observed Impacts of Global Climate Change in the U.S., Prepared for the Pew Center on Global Climate Change, November 2004, https://www.c2es.org/site/assets/uploads/2004/11/observed-impacts-climate-change-united-states.pdf.*

by the USEPA Administrator on December 7, 2009. The final findings were published in the Federal Register on December 15, 2009. The final rule was effective on January 14, 2010.[52] While these findings alone do not impose any requirements on industry or other entities, this action is a prerequisite to regulatory actions by the USEPA, including, but not limited to, GHG emissions standards for light-duty vehicles.

On April 4, 2012, the USEPA published a proposed rule to establish, for the first time, a new source performance standard for GHG emissions. Under the proposed rule, new fossil fuel–fired electric generating units larger than 25 MW are required to limit emissions to 1,000 pounds of CO_2 per MW-hour (CO_2/MWh) on an average annual basis, subject to certain exceptions. Subsequently, on April 23, 2018, the USEPA issued a policy stating that CO_2 emissions from biomass-fired and other biogenic sources would be considered carbon neutral when used for energy production at stationary sources.

On April 17, 2012, the USEPA issued emission rules for oil production and natural gas production and processing operations, which are required by the CAA under Title 40 of the Code of Federal Regulations, Parts 60 and 63. The final rules include the first federal air standards for natural gas wells that are hydraulically fractured, along with requirements for several other sources of pollution in the oil and gas industry that currently are not regulated at the federal level.[53]

Corporate Average Fuel Economy (CAFE) Standards

In response to the *Massachusetts v. Environmental Protection Agency* ruling, the George W. Bush Administration issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (USDOT), and the United States Department of Energy (USDOE) to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011; in 2010, the USEPA and the NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the USEPA, USDOT, USDOE, and NHTSA to establish additional standards regarding fuel efficiency and GHG emissions reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the USEPA and NHTSA proposed stringent, coordinated federal GHG emissions and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams/mile of CO_2 in model year

52 *USEPA, Endangerment and Cause or Contribute Findings for Greenhouse Gases Under Section 202(a) of the Clean Air Act, Final Rule.*

53 *USEPA, 2012 Final Rules for Oil and Natural Gas Industry, April 17, 2012, https://www.epa.gov/controlling-air-pollution-oil-and-natural-gas-industry/2012-final-rules-oil-and-natural-gas-industry.*

2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if the standards were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021. In March 2020, NHTSA and USEPA adopted new less stringent standards covering model years 2021 through 2026.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011 the USEPA and the NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.[54]

Building on the success of the first phase of standards, in August 2016, the USEPA and the NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards were to lower CO_2 emissions by approximately 1.1 billion metric tons and save vehicle owners fuel costs of about $170 billion.[55] On October 17, 2017, USEPA announced it would revisit these standards. No changes to the standards have been made as of October 2020.

On September 19, 2019, NHTSA and USEPA issued a final action entitled the "One National Program Rules" to enable the federal government to provide nationwide uniform fuel economy and GHG emission standards for automobile and light duty trucks. This action finalizes the Safe Affordable Fuel Efficient (SAFE) Vehicles Rule and clarifies that federal law preempts state and local tailpipe GHG emissions standards as well as zero emission vehicle mandates. The SAFE Vehicle Rule also withdraws the CAA waiver granted to the State of California that allowed the state to enforce its own Low Emission Vehicle program.[56] On March 31, 2020, Part II of the SAFE Vehicles was issued and sets carbon dioxide emissions and CAFE standards for passenger vehicles and light-duty trucks, covering model years 2021-2026.[57]

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54 *The emission reductions attributable to the regulations for medium- and heavy-duty trucks were not included in the Project's emissions inventory due to the difficulty in quantifying the reductions. Excluding these reductions results in a more conservative (i.e., higher) estimate of emissions for the Project.*

55 *U.S. EPA, EPA and NHTSA Adopt Standards to Reduce GHG and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles for Model Year 2018 and Beyond, August 2016.*

56 *U.S. Department of Transportation and EPA. 2019. One National Program Rule on Federal Preemption of State Fuel Economy Standards, https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-one-national-program-federal-preemption-state#:~:text=In%20this%20action%20NHTSA%20is,and%20local%20programs%20are%20preempted.*

57 *U.S. Department of Transportation. 2020. The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks, https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/final_safe_preamble_web_version_200330.pdf.*

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 (EISA) facilitates the reduction of national GHG emissions by requiring the following:

- Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) that requires fuel producers to use at least 36 billion gallons of biofuel in 2022;
- Prescribing or revising 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;
- Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014; requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020; and
- While superseded by the USEPA and the NHTSA actions described above, (i) establishing miles per gallon targets for cars and light trucks, and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."[58]

State

Executive Order S-3-05 and Executive Order B-30-15

Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005, established GHG emissions targets for the state, as well as a process to ensure the targets are met. The order directed the Secretary for the California Environmental Protection Agency (CalEPA) to report every two years on the state's progress toward meeting the Governor's GHG emission reduction targets. The statewide GHG emissions reduction targets are as follows:

- By 2010, reduce to 2000 emission levels;[59]

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58 *A green job, as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.*

59 *The 2010 target to reduce GHG emissions to 2000 levels was not met. Source: Rubin, Thomas A.," Does California Really Need Major Land Use and Transportation Changes to Meet Greenhouse Gas Emissions Targets?," July 3, 2013.*

- By 2020, reduce to 1990 emission levels;
- By 2030, reduce to 40 percent below 1990 levels; and
- By 2050, reduce to 80 percent below 1990 levels.

Executive Order B-30-15, issued by Governor Brown in April 2015, established an additional statewide policy goal to reduce GHG emissions 40 percent below their 1990 levels by 2030. Reducing GHG emissions by 40 percent below 1990 levels in 2030 and by 80 percent below 1990 levels by 2050 (consistent with Executive Order S-3-05) aligns with scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius.[60]

The State Legislature adopted equivalent 2020 and 2030 statewide targets in the California Global Warming Solutions Act of 2006 (also known as Assembly Bill [AB] 32) and Senate Bill 32, (SB 32)respectively, both of which are discussed below. However, the Legislature has not yet adopted a target for the 2050 horizon year.

As a result of Executive Order S-3-05, the California CAT, led by the Secretary of CalEPA, was formed. The CAT is made up of representatives from a number of state agencies and was formed to implement global warming emission reduction programs and to report on the progress made toward meeting statewide targets established under the Executive Order. The CAT reported several recommendations and strategies for reducing GHG emissions and reaching the targets established in the Executive Order.[61] The CAT stated that 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. “Intelligent transportation systems” is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and the movement of people, goods, and service.[62]

Assembly Bill 32 (California Global Warming Solutions Act of 2006) and Senate Bill 32

The California Global Warming Solutions Act of 2006 (also known as AB 32) commits the state to achieving the following:

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60 *CARB, Frequently Asked Questions about Executive Order B-30-15, 2030 Carbon Target and Adaptation FAQs, April 29, 2015.*

61 *CalEPA, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.*

62 *CalEPA, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 58.*

- By 2010, reduce to 2000 GHG emission levels;[63] and
- By 2020, reduce to 1990 levels.

To achieve these goals, which are consistent with the California CAT GHG emissions reduction targets for 2010 and 2020, AB 32 mandates that the California Air Resources Board (CARB) establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce statewide GHG emissions from stationary sources consistent with the CAT strategies, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. In order to achieve the reduction targets, AB 32 requires CARB to adopt rules and regulations in an open public process that achieve the maximum technologically feasible and cost-effective GHG emissions reductions.[64]

Senate Bill (SB) 32, signed September 8, 2016, updates AB 32 (the Global Warming Solutions Act) to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires the state board to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. The new plan, outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

Climate Change Scoping Plan

In 2008, CARB approved the original *Climate Change Scoping Plan* as required by AB 32.[65] Subsequently, CARB approved updates to the *Climate Change Scoping Plan* in 2014 *(First Update)* and 2017 *(2017 Update)*, with the *2017 Update* considering SB 32 (adopted in 2016) in addition to AB 32.

The original *Climate Change Scoping Plan* proposed a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.[66] The original *Climate Change Scoping Plan* identified a range of GHG reduction actions that included direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions,

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63 *The 2010 target to reduce GHG emissions to 2000 levels was not met. Source: Rubin, Thomas A., "Does California Really Need Major Land Use and Transportation Changes to Meet Greenhouse Gas Emissions Targets?", July 3, 2013.*

64 *CARB's list of discrete early action measures that could be adopted and implemented before January 1, 2010, was approved on June 21, 2007. The three adopted discrete early action measures are: (1) a low- carbon fuel standard, which reduces carbon intensity in fuels statewide; (2) reduction of refrigerant losses from motor vehicle air conditioning system maintenance; and (3) increased methane capture from landfills, which includes requiring the use of state-of-the-art capture technologies.*

65 *Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.*

66 *CARB, Climate Change Scoping Plan, December 2008.*

market-based mechanisms, such as a cap-and-trade system, and an AB 32 implementation fee to fund the program.

The original *Climate Change Scoping Plan* called for a "coordinated set of solutions" to address all major categories of GHG emissions. Transportation emissions were addressed through a combination of higher standards for vehicle fuel economy, implementation of the Low Carbon Fuel Standard (LCFS), and greater consideration to reducing trip length and generation through land use planning and transit-oriented development. Buildings, land use, and industrial operations were encouraged and, sometimes, required to use energy more efficiently. Utility energy providers were required change to include more renewable energy sources through implementation of the Renewables Portfolio Standard (RPS).[67] Additionally, the original *Climate Change Scoping Plan* emphasized opportunities for households and businesses to save energy and money through increasing energy efficiency. It indicated that substantial savings of electricity and natural gas would be accomplished through "improving energy efficiency by 25 percent."

The original *Climate Change Scoping Plan* identified a number of specific issues relevant to the Project, including the following:

- The potential of using the green building framework as a mechanism, which could enable GHG emissions reductions in other sectors (i.e., electricity, natural gas), noting that:

  > *A Green Building strategy will produce greenhouse gas savings through buildings that exceed minimum energy efficiency standards, decrease consumption of potable water, reduce solid waste during construction and operation, and incorporate sustainable materials. Combined, these measures can also contribute to healthy indoor air quality, protect human health, and minimize impacts to the environment.*

- The importance of supporting the Department of Water Resources' work to implement the Governor's objective to reduce per capita water use by 20 percent by 2020. Specific measures to achieve this goal include water use efficiency, water recycling, and reuse of urban runoff. The original *Climate Change Scoping Plan* noted that water use requires significant amounts of energy, including approximately one-fifth of statewide electricity.

- Encouraging local governments to set quantifiable emission reduction targets for their jurisdictions and use their influence and authority to encourage reductions in

67 *For a discussion of Renewables Portfolio Standard, refer to Subsection 2(h)(i), California Renewables Portfolio Standard.*

emissions caused by energy use, waste and recycling, water and wastewater systems, transportation, and community design.

Forecasting the amount of emissions that would occur in 2020 if no actions are taken was necessary to assess the scope of the reductions California has to make to return to the 1990 emissions level by 2020 as required by AB 32. CARB originally defined the "business-as-usual" or BAU scenario as emissions in the absence of any GHG emission reduction measures discussed in the original *Climate Change Scoping Plan*. For example, in further explaining CARB's BAU methodology, CARB assumed that all new electricity generation would be supplied by natural gas plants, no further regulatory action would impact vehicle fuel efficiency, and building energy efficiency codes would be held at 2005 standards. In the original *Climate Change Scoping Plan*, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of approximately 28.5 percent from the otherwise projected 2020 emissions level (i.e., those emissions that would occur in 2020, absent GHG-reducing laws and regulations).[68]

Subsequent to adoption of the original *Climate Change Scoping Plan*, a lawsuit was filed challenging CARB's approval of the *Climate Change Scoping Plan Functional Equivalent Document* (*FED to the Climate Change Scoping Plan*). On May 20, 2011 (Case No. CPF-09-509562), the Court found that the environmental analysis of the alternatives in the *FED to the Climate Change Scoping Plan* was not sufficient under the California Environmental Quality Act (CEQA). CARB staff prepared a revised and expanded environmental analysis of the alternatives, and the *Supplemental FED to the Climate Change Scoping Plan* was approved on August 24, 2011 (*Supplemental FED*). The *Supplemental FED* indicated that there is the potential for adverse environmental impacts associated with implementation of the various GHG emission reduction measures recommended in the *Climate Change Scoping Plan*.

As part of the *Supplemental FED*, CARB updated the projected 2020 BAU emissions inventory based on then current economic forecasts (i.e., as influenced by the economic downturn) and emission reduction measures already in place, replacing its prior 2020 BAU emissions inventory. CARB staff derived the updated emissions estimates by projecting emissions growth, by sector, from the state's average emissions from 2006 through 2008. Specific emission reduction measures included were the million-solar-roofs program, the AB 1493 (Pavley I) motor vehicle GHG emission standards, and the LCFS.[69] In addition, CARB also factored into the 2020 BAU inventory emissions reductions associated with a 33-percent RPS for electricity generation. Based on the new economic data, CARB determined that achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 percent (down from 28.5 percent) from BAU

68 *CARB, Climate Change Scoping Plan: A Framework for Change, p. 12, December 2008.*

69 *Pavley I is the first GHG standards in the nation for passenger vehicles and took effect for model years starting in 2009 to 2016. Pavley I could potentially result in 27.7 million metric tonnes CO_2e reduction in 2020. Pavley II will cover model years 2017 to 2025 and potentially result in an additional reduction of 4.1 million metric tons CO_2e.*

conditions. When the 2020 emissions level projection also was updated to account for newly implemented regulatory measures discussed above, CARB determined that achieving the 1990 emissions level in 2020 would require a reduction in GHG emissions of 16 percent (down from 28.5 percent) from the BAU conditions.[70][71]

In 2014, CARB adopted the *First Update to the Climate Change Scoping Plan: Building on the Framework* (First Update).[72] The stated purpose of the First Update was to "highlight… California's success to date in reducing its GHG emissions and 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.[73] The First Update found that California is on track to meet the 2020 emissions reduction mandate established by AB 32 and noted that California could reduce emissions further by 2030 to levels squarely in line with those needed to stay on track to reduce emissions to 80 percent below 1990 levels by 2050 if the state realizes the expected benefits of existing policy goals.[74]

In conjunction with the First Update, CARB identified "six key focus areas comprising major components of the state's economy to evaluate and describe the larger transformative actions that will be needed to meet the state's more expansive emission reduction needs by 2050.[75] Those six areas were: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands. The First Update identified key recommended actions for each sector that would facilitate achievement of the 2050 reduction target.

Based on CARB's research efforts, it has a "strong sense of the mix of technologies needed to reduce emissions through 2050."[76] Those technologies include energy demand reduction through efficiency and activity changes; large-scale electrification of on-road vehicles, buildings and industrial machinery; decarbonizing electricity and fuel supplies; and the rapid market penetration of efficient and clean energy technologies.

The First Update discussed new residential and commercial building energy efficiency improvements, specifically identifying progress towards zero net energy buildings as an element of meeting mid-term and long-term GHG emissions reduction goals. The First Update expressed CARB's commitment to working with the California Public Utilities

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70 *CARB, Supplement to the AB 32 Scoping Plan FED, Table 1.2-2.*

71 *The emissions and reductions estimates found in the Supplemental FED to the Climate Change Scoping Plan fully replace the estimates published in the 2008 Climate Change Scoping Plan. See CARB, Resolution 11-27 (Aug. 24, 2011) (setting aside approval of 2008 Climate Change Scoping Plan and associated emissions forecasts and approving the Supplemental FED). The estimates in the 2008 document are 596 million metric tons CO_2e under 2020 BAU and a required reduction of 169 million metric tons CO_2e (28.4 percent).*

72 *Health & Safety Code §38561(h) requires CARB to update the Scoping Plan every five years.*

73 *CARB, First Update, May 2014, p. 4.*

74 *CARB, First Update, May 2014, p. 34.*

75 *CARB, First Update, May 2014, p. 6.*

76 *CARB, First Update, May 2014, p. 32*

Commission (CPUC) and California Energy Commission (CEC) to facilitate further achievements in building energy efficiency.

In December 2017, CARB adopted California's 2017 *Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan Update*). The *2017 Scoping Plan Update* builds upon the framework established by the original *Climate Change Scoping Plan* and the First Update while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. The 2017 Scoping Plan Update includes policies to require direct GHG emissions reductions at some of the state's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constrains and reduces emissions at covered sources.[77]

Assembly Bill 197

Assembly Bill (AB) 197, signed September 8, 2016, is a bill linked to SB 32 that prioritizes efforts to cut GHG emissions in low-income or minority communities. AB 197 requires CARB to make available, and update at least annually, on its Internet Web site the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to CARB and air districts. In addition, AB 197 adds two Members of the Legislature to the CARB board as ex officio, non-voting members and also creates the Joint Legislative Committee on Climate Change Policies to ascertain facts and make recommendations to the Legislature and the houses of the Legislature concerning the state's programs, policies, and investments related to climate change.

Cap-and-Trade Program

The original *Climate Change Scoping Plan* identified a cap-and-trade program as one of the strategies for California to reduce GHG emissions. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap are able to trade permits to emit GHG emissions within the overall limit. According to CARB, a cap-and- trade program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020.[78]

CARB adopted a California Cap-and-Trade Program pursuant to its authority under AB 32 and the State Legislature extended the Program through 2030 with the adoption of Assembly Bill 398. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources, such as refineries and power plants, (deemed "covered entities").

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77 *CARB, 2017 Scoping Plan Update, November 2017, p. 7*

78 *With continuation of the Cap-and-Trade Program, the State can achieve a 40-percent reduction target by 2030.*

"Covered entities" subject to the Cap-and-Trade Program are sources that emit more than 25,000 metric tons CO_2e ($MTCO_2e$) per year. Triggering of the 25,000 $MTCO_2e$ 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 (Mandatory Reporting Rule or MRR).

Under the Cap-and-Trade Program, 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 in part (if eligible) and may buy allowances at auction, purchase allowances from others, or purchase offset credits. Each covered entity with a compliance obligation is required to surrender an allowance for each metric ton CO_2e of GHG they emit.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2030 statewide emission limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a cumulative basis. As summarized by CARB in the First Update:

> *The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced.*

For example, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a commensurate reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

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 2030 GHG emissions reduction mandate.

> *The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the "capped sectors." Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS.*

Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. […][79]

[T]he Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions.[80]

Overall, the Cap-and-Trade Program will achieve 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.[81]

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. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.[82] Furthermore, the Cap-and-Trade Program also covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in state or imported. The point of regulation for transportation fuels is when they are "supplied" (i.e., delivered into commerce). Accordingly, as with stationary source GHG emissions and GHG emissions attributable to electricity use, virtually all, if not all, of GHG emissions from CEQA projects associated with vehicle-miles traveled (VMT) are covered by the Cap-and-Trade Program.

Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.

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79 *CARB, First Update, May 2014, p. 88.*

80 *CARB, First Update, May 2014, pp. 86–87.*

81 *Center for Climate and Energy Solutions, California Cap-and-Trade, www.c2es.org/us-states-regions/key- legislation/california-cap-trade, accessed February 10, 2017.*

82 *While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, fuel suppliers did not have a compliance obligation (i.e., they were not fully regulated) until 2015.*

Energy-Related Sources

California Renewables Portfolio Standard

The California RPS program (2002, SB 1078) required that 20 percent of the available energy supplies are from renewable energy sources by 2017. In 2006, SB 107 accelerated the 20 percent mandate to 2010. These mandates apply directly to investor-owned utilities. On April 12, 2011, California Governor Jerry Brown signed into law SB 2X, which modified California's RPS program to require that both public and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. California SB 2X also requires regulated sellers of electricity to meet an interim milestone of procuring 25 percent of their energy supply from certified renewable resources by 2016. These levels of reduction are consistent with the Los Angeles Department of Water and Power's (LADWP) commitment to achieve 35 percent renewables by 2020.

Senate Bill 350

Senate Bill (SB) 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by December 31, 2030; and (2) to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.[83]

Senate Bill 1368

Senate Bill (SB) 1368, signed September 29, 2006, is a companion bill to AB 32 that requires the CPUC and the CEC to establish GHG emission performance standards for the generation of electricity. These standards also generally apply to power that is generated outside of California and imported into the state. SB 1368 provides a mechanism for reducing the emissions of electricity providers, thereby assisting CARB to meet its mandate under AB32. On January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard, which is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have GHG emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per MWh. Furthermore, on May 23, 2007, the CEC adopted regulations that establish and implement an identical Emissions Performance Standard of 1,100 pounds of CO_2 per MWh (see CEC Order No. 07-523-7).

83 *Senate Bill 350 (2015–2016 Reg, Session) Stats 2015, ch. 547.*

Mobile Sources

Assembly Bill 1493 (Pavley I)

Assembly Bill (AB) 1493, passed in 2002, requires the development and adoption of regulations to achieve "the maximum feasible reduction of greenhouse gases" emitted by noncommercial passenger vehicles, light-duty trucks, and other vehicles used primarily for personal transportation in the state. CARB originally approved regulations to reduce GHG emissions from passenger vehicles in September 2004, with the regulations to take effect in 2009. On September 24, 2009, CARB adopted amendments to these "Pavley" regulations that reduce GHG emissions in new passenger vehicles from 2009 through 2016.[84] Although setting emission standards on automobiles is solely the responsibility of the USEPA, the federal CAA allows California to set state-specific emission standards on automobiles if the state first obtains a waiver from the USEPA. The USEPA granted California that waiver on July 1, 2009. A comparison between the AB 1493 standards and the Federal CAFE standards was completed by CARB and the analysis determined that California emission standards are 16 percent more stringent through the 2016 model year and 18 percent more stringent for 2020 model year.[85]

Executive Order S-1-07 (California Low Carbon Fuel Standard)

Executive Order S-1-07, the LCFS (issued on January 18, 2007), requires a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. Regulatory proceedings and implementation of the LCFS were directed to CARB. The LCFS has been identified by CARB as a discrete early action item in the adopted *Climate Change Scoping Plan*. The LCFS program was re-adopted in 2015 and will continue to complement other AB 32 measures, transform and diversify the fuel pool, and is a key part of the State's petroleum reduction goals for 2030.

Advanced Clean Cars Regulations

In 2012, CARB approved the Advanced Clean Cars (ACC) program, a new emissions-control program for model years 2015–2025.[86] The components of the Advance Clean Car program include the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the Zero-Emission Vehicle (ZEV) regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through

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84 *CARB, Clean Car Standards—Pavley, Assembly Bill 1493, www.arb.ca.gov/cc/ccms/ccms.htm, last reviewed January 11, 2017.*

85 *CARB, "Comparison of Greenhouse Gas Reductions for all Fifty United States under CAFE Standards and ARB Regulations Adopted Pursuant to AB 1493", January 23, 2008.*

86 *CARB, California's Advanced Clean Cars Program, www.arb.ca.gov/msprog/acc/acc.htm, last reviewed by CARB January 18, 2017.*

2025 model years.[87] In March 2017, CARB voted unanimously to continue with the vehicle greenhouse gas emission standards and the ZEV program for cars and light trucks sold in California through 2025.[88]

Senate Bill 375

Acknowledging the relationship between land use planning and transportation sector GHG emissions, Senate Bill (SB) 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. This legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32. Reductions in GHG emissions would be achieved by, for example, locating employment opportunities close to transit. Under SB 375, each Metropolitan Planning Organization (MPO) would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduce passenger VMT and trips so that the region will meet a target, created by CARB, for reducing GHG emissions. If the SCS is unable to achieve the regional GHG emissions reduction targets, then the MPO is required to prepare an alternative planning strategy that shows how the GHG emissions reduction target could be achieved through alternative development patterns, infrastructure, and/or transportation measures.

Building Standards

California Appliance Efficiency Regulations (Title 20, Sections 1601 through 1608)

The 2014 Appliance Efficiency Regulations, adopted by the CEC, include standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California. These standards include minimum levels of operating efficiency, and other cost- effective measures, to promote the use of energy- and water-efficient appliances.

California Building Energy Efficiency Standards (Title 24, Part 6)

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. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The CEC adopted the 2019 Title 24 standards, which became effective on January 1, 2020. The 2019 standards continue to improve upon the 2015 Title 24 standards for new construction of, and additions and alterations to, residential and non-

87 *Ibid.*

88 *California Air Resources Board, News Release: ZEV Regulation Fact Sheet https://ww2.arb.ca.gov/sites/default/files/2019-06/zev_regulation_factsheet_082418_0.pdf, accessed October 2020.*

residential buildings. Compliance with Title 24 is enforced through the building permit process.

California Green Building Standards (CALGreen Code)

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code. The first edition of the CALGreen Code was released in 2008 and contained only voluntary standards. The 2019 CalGreen code updates were published July 1, 2019 with an effective date of January 1, 2020. The CALGreen Code contains 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. Compliance with Title 24 is enforced through the building permit process.

Senate Bill 97

On June 19, 2008, the Office of Planning and research (OPR) released a technical advisory on addressing climate change. This guidance document outlines suggested components to CEQA disclosure, including quantification of GHG emissions from a project's construction and operation; determination of significance of the project's impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

Senate Bill (SB) 97, passed in August 2007, is designed to work in conjunction with CEQA and AB 32. SB 97 requires OPR to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof, including, but not limited to, the effects associated with transportation and energy consumption. The Draft Guidelines Amendments for Greenhouse Gas Emissions (Guidelines Amendments) were adopted on December 30, 2009 and address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments.[89] The Guidelines Amendments require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG

89 *See 14 Cal. Code Regs. §§ 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHG emissions).*

emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance- based standards. Furthermore, the Guidelines Amendments identify the following three factors that should be considered in the evaluation of the significance of GHG emissions:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

3. 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 GHG emissions.[90]

On December 28, 2018, OPR adopted amendments to the CEQA Guidelines to clarify several points, such as cumulative nature of GHG emissions, modeling methodology, and significance evaluation. These amendments included provisions contained in the 2008 OPR technical advisory, which focused on the cumulative nature of GHG emissions and the effects on climate change. The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis."[91]

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB 32. SB 97 applies to any environmental impact report (EIR), negative declaration, mitigated negative declaration, or other document required by CEQA, which has not been finalized.

Regional

South Coast Air Quality Management District

The Southern California Air Quality Management District (SCAQMD) adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the Air Quality Management Plan. In March 1992, the SCAQMD Governing Board

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90 *14 Cal. Code Regs. § 15064.4(b).*

91 *Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.*

reaffirmed this policy and adopted amendments to the policy to include the following directives:

- Phase out the use and corresponding emissions of chlorofluorocarbons, methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;
- Phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons by the year 2000;
- Develop recycling regulations for hydrochlorofluorocarbons (e.g., SCAQMD Rules 1411 and 1415);
- Develop an emissions inventory and control strategy for methyl bromide; and
- Support the adoption of a California GHG emission reduction goal.

Southern California Association of Governments

To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS) on April 7, 2016.[92] The 2016–2040 RTP/SCS reaffirms the land use policies that were incorporated into the 2012–2035 RTP/SCS. These foundational policies, which guided the development of the 2016–2040 RTP/SCS's strategies for land use, include the following:

- Identify regional strategic areas for infill and investment;
- Structure the plan on a three-tiered system of centers development;[93]
- Develop "Complete Communities";
- Develop nodes on a corridor;
- Plan for additional housing and jobs near transit;
- Plan for changing demand in types of housing;
- Continue to protect stable, existing single-family areas;

92 *SCAG, Final 2016–2040 RTP/SCS.*

93 *Complete language: "Identify strategic centers based on a three-tiered system of existing, planned and potential relative to transportation infrastructure. This strategy more effectively integrates land use planning and transportation investment." A more detailed description of these strategies and policies can be found on pp. 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.*

- Ensure adequate access to open space and preservation of habitat; and
- Incorporate local input and feedback on future growth.

The 2016–2040 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2016–2040 RTP/SCS draws a closer connection between where people live and work, and it offers a blueprint for how Southern California can grow more sustainably. The 2016–2040 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The 2016–2040 RTP/SCS states that the SCAG region was home to about 18.3 million people in 2012 and included approximately 5.9 million homes and 7.4 million jobs.[94] By 2040, the integrated growth forecast projects that these figures will increase by 3.8 million people, with nearly 1.5 million more homes and 2.4 million more jobs. High Quality Transit Areas (HQTAs) will account for 3 percent of regional total land but are projected to accommodate 46 percent and 55 percent of future household and employment growth respectively between 2012 and 2040.[95] The 2016–2040 RTP/SCS overall land use pattern reinforces the trend of focusing new housing and employment in the region's HQTAs. HQTAs are a cornerstone of land use planning best practice in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.

On September 3, 2020, SCAG adopted the 2020-2045 RTP/SCS, which calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. For the City, the updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The 2020-2045 RTP/SCS calls for a number of land use-based strategies to accommodate growth, minimize criteria pollutant emissions, and achieve climate change objectives:

- Focus growth near destinations and mobility options
- Promote diverse housing choices

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94 *2016–2040 RTP/SCS population growth forecast methodology includes data for years 2012, 2020, 2035 and 2040.*

95 *Defined by the 2016–2040 RTP/SCS as generally walkable transit villages or corridors that are within 0.5 miles of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours.*

- Leverage technology innovations
- Support implementation of sustainability policies

The 2020-2045 RTP/SCS calls for a 19 percent reduction in per capita GHG emissions by 2035 from 2005 levels. This is intended to be consistent with CARB's performance targets during this same period. The bulk of these reductions are to come from transportation investments, pricing strategies, TDM strategies, and land use programs.

Local

City of Los Angeles Green LA Action Plan/Climate LA Plan

The City began addressing the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by year 2030. To achieve this, the City has been implementing the following:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.[96]

To facilitate implementation of the LA Green Plan, the City has a Climate LA Plan that lays out departmental programs to implement the Action Plan's initiatives. The City also adopted the Los Angeles Green Building Code, as discussed below. In addition, LADWP will continue to implement programs to emphasize water conservation and will also pursue securing alternative supplies, including recycled water and storm water capture. Furthermore, the City implemented the Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles plan (RENEW LA plan) to meet solid waste reduction goals by expanding recycling to multifamily dwellings, commercial establishments, and restaurants. Under the RENEW LA plan, the City is also developing facilities that will convert solid waste to energy without incineration.[97] These measures would serve to reduce overall emissions from the City.

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96 *City of Los Angeles, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming, May 2007.*

97 *City of Los Angeles, Recovering Energy Natural Resources and Economic Benefit from Waste for Los Angeles, June 2011.*

City of Los Angeles Green Building Code

On December 15, 2011, the Los Angeles City Council approved Ordinance No. 181,481, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2010 CALGreen Code. On December 20, 2016, the Los Angeles City Council approved Ordinance No. 184,692, which further amended Chapter IX of the LAMC, by amending certain provisions of Article 9 to reflect local administrative changes and incorporating by reference portions of the 2016 CALGreen Code. Projects filing building permit applications on or after January 1, 2020 must comply with the provisions of the current Los Angeles Green Building Code.

City of Los Angeles Sustainable City pLAn

The Sustainable City pLAn (now known as L.A.'s Green New Deal) was first adopted in 2015, updated in 2019, and includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others.[98] Specific targets include ensuring that 57 percent of new housing units will be constructed within 1,500 feet of transit by 2025 and 75 percent by 2035, reducing vehicle miles traveled per capita by 5 percent by 2025, and moving toward 100 percent zero emissions vehicles by 2050.

Traffic Study Policies and Procedures

The City of Los Angeles Department of Transportation (LADOT) has developed the Transportation Impact Study Guidelines (TISG) (July 2020) to provide the public, private consultants, and City staff with standards, guidelines, objectives, and criteria to be used in the preparation of a transportation impact study. The TISF is consistent with the City's goals to emphasize the importance of sustainability, smart growth, and reduction of GHG emissions in addition to traditional traffic flow considerations when evaluating and mitigating impacts to the transportation system as a result of land use policy decisions. The TISF prioritizes transportation demand management strategies and multi-modal strategies over automobile-centric solutions when mitigating project-related impacts to the City's transportation system. Through acknowledgement of an imminent update that will identify VMT reduction thresholds, the TISF stands as an implementing mechanism of the City's strategy to conform to the mandates and requirements of AB 32, SB 375, and SB 743.

98 *City of Los Angeles, Sustainable City pLAn, April 2015.*

Existing Conditions

Existing Statewide GHG Emissions

GHG emissions are the result of both natural and human-influenced activities. Regarding human-influenced activities, motor vehicle travel, consumption of fossil fuels for power generation, industrial processes, heating and cooling, landfills, agriculture, and wildfires are the primary sources of GHG emissions. Without human intervention, Earth maintains an approximate balance between the emission of GHG emissions into the atmosphere and the storage of GHG emissions in oceans and terrestrial ecosystems. Events and activities, such as the industrial revolution and the increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.), have contributed to the rapid increase in atmospheric levels of GHG emissions over the last 150 years.

As reported by the CEC, California contributes approximately one percent of global and 8.2 percent of national GHG emissions.[99] California represents approximately 12 percent of the national population. Approximately 80 percent of GHGs in California are CO_2 produced from fossil fuel combustion. The current California GHG inventory compiles statewide anthropogenic GHG emissions and carbon sinks/storage from years 2000 through 2018.[100] It includes estimates for CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. The GHG emissions inventory for California for years 2012 through 2018 is presented on Table VIII-3. As shown therein, the GHG inventory for California in 2018 was 425.4 million $MTCO_2e$.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Would the project conflict with an applicable plan, policy or regulations adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Checklist Questions VIII(a) and (b) are addressed here together. Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Section 15064.4 recommends that lead agencies quantify the GHG emissions of projects and consider several other factors that may be used in the determination of significance of project-related GHG emissions, including the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHG emissions.

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99 *California Energy Commission, Tracking Progress, Greenhouse Gas Emission Reductions, https://www.energy.ca.gov/data-reports/tracking-progress, December 2017.*

100 *A carbon inventory identifies and quantifies sources and sinks of greenhouse gases. Sinks are defined as a natural or artificial reservoir that accumulates and stores some carbon-containing chemical compound for an indefinite period.*

Table VIII-3
California GHG Inventory
(million metric tons CO_2e)

	2012	2013	2014	2015	2016	2017	2018
Transportation	**161.2**	**160.9**	**162.2**	**166.1**	**169.3**	**171.0**	**169.5**
On Road	***147.7***	***147.0***	***148.0***	***151.5***	***154.6***	***156.4***	***154.4***
Passenger Vehicles	111.7	111.5	112.2	116.3	119.0	119.9	119.4
Heavy Duty Vehicles	35.93	35.55	35.83	35.19	35.62	36.45	35.00
Ships & Commercial Boats	***3.43***	***3.42***	***3.49***	***3.42***	***3.24***	***3.82***	***3.74***
Aviation (Intrastate)	***3.75***	***3.93***	***3.90***	***4.22***	***4.44***	***4.68***	***4.65***
Rail	***2.38***	***2.38***	***2.38***	***2.38***	***2.37***	***1.83***	***2.22***
Off Road [1]	***2.23***	***2.33***	***2.43***	***2.53***	***2.63***	***2.73***	***2.83***
Unspecified	***1.71***	***1.77***	***2.04***	***2.07***	***2.07***	***1.55***	***1.61***
Industrial	**91.07**	**93.73**	**93.96**	**91.58**	**89.61**	**88.73**	**89.18**
Refineries and Hydrogen	***29.88***	***29.22***	***29.40***	***28.21***	***29.61***	***30.05***	***30.07***
General Fuel Use	***18.91***	***19.31***	***19.87***	***19.23***	***18.53***	***18.79***	***18.57***
Natural Gas	14.48	14.36	15.56	14.79	14.99	15.01	15.49
Other Fuels	4.43	4.94	4.31	4.45	3.53	3.78	3.07
Oil & Gas: Production &	***16.73***	***19.11***	***19.47***	***19.58***	***17.93***	***16.87***	***16.68***
Fuel Use	14.87	16.99	17.18	17.22	15.66	14.94	14.61
Fugitive Emissions	1.86	2.12	2.29	2.36	2.27	1.93	2.08
Cement Plants	***6.92***	***7.20***	***7.61***	***7.56***	***7.60***	***7.66***	***7.88***
Clinker Production	4.65	4.93	5.27	5.17	5.15	4.85	4.96
Fuel Use	2.26	2.28	2.34	2.39	2.45	2.81	2.91
Cogeneration Heat Output	***10.81***	***10.99***	***9.64***	***8.98***	***8.00***	***7.59***	***8.10***
Other Fugitive and Process	***7.81***	***7.90***	***7.98***	***8.01***	***7.95***	***7.77***	***7.88***
Natural Gas Transmission &	3.88	3.82	3.87	3.94	3.99	4.01	4.00
Manufacturing	0.19	0.20	0.17	0.18	0.10	0.11	0.12
Wastewater Treatment	1.85	1.85	1.86	1.85	1.85	1.86	1.95
Other	1.90	2.03	2.08	2.04	2.01	1.78	1.81
Electric Power	**95.09**	**89.65**	**88.24**	**83.67**	**68.58**	**62.13**	**63.11**
In-State Generation	***51.03***	***49.47***	***51.72***	***49.93***	***42.30***	***38.18***	***38.54***
Natural Gas	45.77	45.66	46.43	45.16	38.28	34.65	35.00
Other Fuels	4.44	2.91	4.40	3.65	2.55	2.66	2.71
Fugitive and Process Emissions	0.82	0.90	0.90	1.13	1.48	0.88	0.83
Imported Electricity	***44.07***	***40.17***	***36.51***	***33.74***	***26.28***	***23.95***	***24.57***
Unspecified Imports	17.48	11.82	13.44	11.21	9.68	8.85	11.57
Specified Imports	26.59	28.35	23.07	22.52	16.60	15.10	13.00
Commercial and Residential	**42.89**	**43.54**	**37.37**	**37.94**	**39.36**	**41.27**	**41.37**
Residential Fuel Use	***27.34***	***28.14***	***22.87***	***23.29***	***24.20***	***25.99***	***25.74***
Natural Gas	25.76	26.52	21.58	21.90	22.80	23.62	23.23
Other Fuels	1.58	1.62	1.28	1.39	1.40	1.48	1.62
Commercial Fuel Use	***13.41***	***13.30***	***12.51***	***12.67***	***12.92***	***12.99***	***13.46***

Table VIII-3
California GHG Inventory
(million metric tons CO_2e)

	2012	2013	2014	2015	2016	2017	2018
Natural Gas	11.25	11.28	10.39	10.50	10.89	11.06	11.13
Other Fuels	2.16	2.02	2.12	2.16	2.03	1.93	2.32
Commercial Cogeneration	***0.76***	***0.71***	***0.58***	***0.56***	***0.81***	***0.85***	***0.72***
Other Commercial and	***1.38***	***1.40***	***1.41***	***1.42***	***1.43***	***1.44***	***1.45***
Agriculture	**36.08**	**34.61**	**35.95**	**34.41**	**33.84**	**32.32**	**32.57**
Livestock	***24.47***	***23.49***	***23.81***	***23.10***	***22.99***	***22.88***	***22.82***
Enteric Fermentation (Digestive	12.10	11.78	11.85	11.40	11.35	11.14	11.13
Manure Management	12.38	11.71	11.96	11.70	11.64	11.74	11.69
Crop Growing & Harvesting	***7.73***	***7.42***	***7.48***	***6.91***	***6.89***	***6.33***	***6.52***
Fertilizers	5.93	5.65	5.72	5.28	5.25	5.02	5.08
Soil Preparation and	1.73	1.69	1.68	1.56	1.56	1.22	1.35
Crop Residue Burning	0.08	0.08	0.08	0.08	0.08	0.09	0.10
General Fuel Use	***3.88***	***3.71***	***4.66***	***4.39***	***3.95***	***3.11***	***3.23***
Diesel	2.47	2.53	3.54	3.66	3.19	2.40	2.48
Natural Gas	0.70	0.69	0.63	0.64	0.72	0.67	0.74
Gasoline	0.71	0.49	0.49	0.10	0.04	0.05	0.01
Other Fuels	0.00	0.00	0.00	0.00	0.00	0.00	0.00
High GWP	**15.54**	**16.65**	**17.70**	**18.93**	**19.78**	**19.90**	**20.46**
Ozone Depleting Substance	***15.25***	***16.38***	***17.42***	***18.37***	***19.24***	***19.64***	***20.15***
Electricity Grid SF6 Losses [4]	***0.24***	***0.18***	***0.14***	***0.42***	***0.37***	***0.18***	***0.14***
Semiconductor Manufacturing	***0.06***	***0.08***	***0.14***	***0.14***	***0.16***	***0.17***	***0.17***
Recycling and Waste	**8.49**	**8.52**	**8.59**	**8.73**	**8.81**	**8.99**	**9.09**
Landfills [3]	***8.20***	***8.22***	***8.28***	***8.40***	***8.47***	***8.64***	***8.73***
Composting	***0.29***	***0.30***	***0.31***	***0.33***	***0.34***	***0.35***	***0.36***
Included Inventory Emissions	***450.3***	***447.5***	***444.1***	***441.4***	***429.3***	***424.5***	***425.3***

[a] *Reflects emissions from combustion of fuels plus fugitive emissions.*
[b] *These categories are listed in the Industrial sector of CARB's GHG Emission Inventory sectors.*
[c] *This category is listed in the Electric Power sector of CARB's GHG Emission Inventory sectors.*
[d] *Reflects use of updated USEPA models for determining emissions from livestock and fertilizers.*

Source: California GHG Inventory for 2000–2018—by Category as Defined in the Climate Change Scoping Plan million metric tons of CO_2e—(based upon IPCC Fourth Assessment Report's Global Warming Potentials).

Section 15064.4 does not establish a threshold of significance. Lead agencies are given discretion to utilize significance thresholds for their respective jurisdictions. A lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence (refer to CEQA Guidelines Section 15064.7(c)). The CEQA Guidelines also clarify that the

effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis, as required by CEQA Guidelines Section 15130(f).[101] As a note, the CEQA Guidelines were amended in response to SB 97 to specify that compliance with a GHG emissions reduction plan renders a project's incremental contribution not cumulatively considerable.

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. 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. Such programs include "plans or regulations for the reduction of greenhouse gas emissions."

Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significance for GHG emissions if a project complies with regulatory programs to reduce GHG emissions.[102]

In the absence of any adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For the Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020–2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements outlined in the

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101 *OPR Technical Advisory, page 5.*

102 *See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance tor Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR—2030 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ARB's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Further, the SCAQMD has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 MTY CO_2e 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 No. 2012041014 (October 2014); SCAQMD, Final Negative Declaration tor Phillips 66 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); 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 (December 2014); and Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (October 2015).*

Climate Change Scoping Plan, the Green LA/ClimateLA Program, the Sustainable City pLAn, and the L.A. Green Building Code.

Project Impacts

Consistency with Applicable Plans and Policies

Statewide: Climate Change Scoping Plan

A discussion of the Project's consistency with the actions and strategies of the Climate Change Scoping Plan is included on Table VIII-4. As discussed there, the Project would be consistent with the Climate Change Scoping Plan.

Regional: 2020–2045 RTP/SCS

As stated previously, for the SCAG region, CARB has set GHG emissions reduction targets at 8 percent below 2005 per-capita emissions levels by 2020 and 19 percent below 2005 per-capita emissions levels by 2035 to be met/exceeded through a set of strategies and tools that are consistent with local jurisdictions' land use policies and that incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). These strategies identify how the SCAG region can implement the 2020-2045 RTP/SCS and achieve related GHG emissions reductions. The strategies listed below are intended to be supportive of implementing the regional Sustainable Communities Strategy. Several are directly tied to supporting related GHG emissions reductions while others support the broader goals of the 2020-2045 RTP/SCS.

<u>Focus Growth Near Destinations & Mobility Options</u>

- Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations
- Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets
- Plan for growth near transit investments and support implementation of first/last mile strategies
- Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses
- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations)
- Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California RPS program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.[a] Required measures include: • Increase RPS to 50 percent of retail sales by 2030. • Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. • Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets	CPUC, CEC, CARB	**Consistent.** LADWP is required to generate electricity that would increase renewable energy resources to 33 percent by 2020 and 50 percent by 2030. As LADWP would provide electricity service to the Project, by 2030 the Project would use electricity consistent with the requirements of SB 350. It is assumed that LADWP will receive at least 33 percent of electricity from renewable sources by year 2020 and 50 percent by 2030. As required under SB 350, doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, Part 6 (consistency with this regulation is discussed below) and utility-sponsored programs such as rebates for high-efficiency appliances, heating, ventilation, and air conditioning (HVAC) systems, and insulation. The Project would comply with this this action/strategy being located within the LADWP service area and would comply with CalGreen and Title 24 energy efficiency standards.

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
through a combination of measures as described in IRPs.		
Implement Mobile Source Strategy (Cleaner Technology and Fuels) • At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025. • At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030. • Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations. • Medium- and heavy-duty GHG Phase 2. • Innovative Clean Transit: Transition to a suite of to-be- determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_x standard. • Last Mile Delivery: New regulation that would result in the use of low NO_x or	CARB, CalSTA, SGC, CalTrans CEC, OPR, Local agencies	**Consistent.** GHG emissions generated by Project-related vehicular travel would benefit from proposed regulation, and mobile source emissions generated by the Project would be reduced with implementation of standards under the Advanced Clean Cars Program, consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions estimates conservatively do not include this additional 34-percent reduction in mobile source emissions as the CalEEMod model does not yet account for this regulation. Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Project would also benefit from these measures once adopted. SB 375 requires SCAG to direct the development of the SCS for the region and is discussed further below. The Project represents an infill development within an existing urbanized area that would concentrate new multi-family uses within an HQTA. Furthermore, the 2020-2045 RTP/SCS would result in an estimated 19 percent decrease in per capita GHG emissions from passenger vehicles by 2035. Project-related transportation emissions would be reduced by approximately 30 percent. As such, the Project would be consistent with SB 375 and the 2020-2045 RTP/SCS.

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030. • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		
Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)	CARB	**Consistent** The Project would be consistent with SB 375 for developing an infill project within an existing urbanized area. This would concentrate new residential uses within an HQTA. Project-related transportation emissions would be reduced by approximately 30 percent and therefore, the Project would be consistent with SB 375.
By 2019, adjust performance measures used to select and design transportation facilities. • Harmonize project performance with emissions reductions, and increase	CalSTA and SGC, OPR, CARB, GoBiz, IBank, DOF, CTC, Caltrans	**Not Applicable.** The Project would not involve construction of transportation facilities. The Project would benefit from this action by encouraging use of mass transit resulting in a reduction of Project-related vehicle trips to and from the Project Site.

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection).		
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR/SGC, CARB	**Not Applicable.** This action relates to the City's pursuit of pricing policies and does not apply to a development project. However, somewhat related to this policy, the Project would include electric vehicle charging stations.
Implement California Sustainable Freight Action Plan: • Improve freight system efficiency. • Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.	CARB	**Not Applicable.** The Project land uses would not include freight transportation or warehousing. Thus, the Project would not interfere or impede the implementation of the Sustainable Freight Action Plan.
Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.	CARB	**Consistent.** This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation, because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions estimates were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors.

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. On September 27, 2018, CARB amended the LCFS regulation to target a 20 percent reduction in CI from a 2010 baseline by 2030.
Implement the Short-Lived Climate Pollutant Strategy by 2030: • 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. • 50 percent reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Consistent.** Senate Bill 605 (SB 605) was adopted in 2014 and directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.[e] The Project would comply with the CARB SLCP Reduction Strategy, which limits the use of hydrofluorocarbons for refrigeration uses.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**Not Applicable.** This strategy calls on regulators to reduce GHG emissions from landfills and is not applicable to a development project. Under SB 1383, the California Department of Resources Recycling and Recovery (CalRecycle) is responsible for achieving a 50 percent reduction in the level of statewide disposal of organic waste from the 2014 level by 2020 and 75-percent reduction by 2025.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Not Applicable.** This applies to State regulators and is not applicable to a development project. The current Cap-and-Trade program would end on December 31, 2020. Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the state's Cap-and-Trade Program

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink: • Protect land from conversion through conservation easements and other incentives. • Increase long-term resilience of carbon storage in the land base and enhance sequestration capacity. • Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments. • Establish scenario projections to serve as the foundation for the Implementation Plan.	CNRA and departments within, CDFA, CalEPA, CARB	**Not Applicable.** This applies to State regulators and is not applicable to a development project. This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Not Applicable.** This applies to State regulators and is not applicable to a development project**.** This regulatory program applies to Natural and Working Lands, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Integrated Natural and Working Lands Implementation Plan.

Table VIII-4
Consistency Analysis—Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Implement Forest Carbon Plan	CNRA, CAL FIRE, CalEPA and departments within	**Not Applicable.** This applies to State regulators and is not applicable to a development project**.** This regulatory program applies to state and federal forest land, not directly related to development of the Project. However, the Project would not interfere or impede implementation of the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Not Applicable.** This applies to State regulators and is not applicable to a development project**.** Funding and financing mechanisms are the responsibility of the state and local agencies. The Project would not conflict with funding and financing mechanisms to support GHG reductions.

[a] *Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547.*
[b] *CARB, Advance Clean Cars, Midterm Review, www.arb.ca.gov/msprog/acc/acc-mtr.htm.*
[c] *CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), www.arb.ca.gov/msprog/actruck/actruck.htm.*
[d] *CARB, LCFS Rulemaking Documents, www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm.*
[e] *CARB, Reducing Short-Lived Climate Pollutants in California, www.arb.ca.gov/cc/shortlived/shortlived.htm.*
[f] *CARB, Short-Lived Climate Pollutants (SLCP): Organic Waste Methane Emissions Reductions, www.calrecycle.ca.gov/climate/slcp/.*

Source: California Air Resources Board (CARB), California's 2017 Climate Change Scoping Plan, November 2017.

Promote Diverse Housing Choices

- Preserve and rehabilitate affordable housing and prevent displacement
- Identify funding opportunities for new workforce and affordable housing development
- Create incentives and reduce regulatory barriers for building context-sensitive accessory dwelling units to increase housing supply
- Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions

Leverage Technology Innovations

- Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space
- Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments
- Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation

Support Implementation of Sustainability Policies

- Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions
- Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations
- Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space
- Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies
- Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region
- Continue to support long range planning efforts by local jurisdictions
- Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy

Promote a Green Region

- Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards
- Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration
- Integrate local food production into the regional landscape
- Promote more resource efficient development focused on conservation, recycling and reclamation
- Preserve, enhance and restore regional wildlife connectivity
- Reduce consumption of resource areas, including agricultural land
- Identify ways to improve access to public park space

As illustrated on Table VIII-5, the Project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG emissions reductions from the land use and transportation sectors required by SB 375, which in turn advances the state's long-term climate policies.[103] By furthering implementation of SB 375, the Project supports regional land use and transportation GHG emissions reductions consistent with state regulatory requirements. Therefore, the Project would be consistent with the 2020-2045 RTP/SCS and the GHG emissions reduction-related objectives contained therein.

Local: City of Los Angeles General Plan Air Quality Element

The Project would be consistent with the City's General Plan, specifically its 1989 Air Quality Element. While this Element did not explicitly address control of greenhouse gases, global climate change, or resiliency objectives, it did identify several goals focused on criteria pollutant emissions that would be effective in reducing carbon-based emissions that contribute to climate change. Table VIII-6 summarizes the Project's general consistency with this policy document.

103 *As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.*

Table VIII-5
Consistency with the 2020-2045 RTP/SCS

Objectives	Consistency Analysis
Increase percentage of region's total household growth occurring within HQTAs.	**Consistent.** The Project is an infill development within the boundaries of an HQTA that would provide 176 multi-family residential units, including 18 units for Extremely Low Income Households.
Increase percent of the region's total employment growth occurring within HQTAs.	**Not Applicable.** With the exception of construction-related employment, because the Project includes development of residential uses, the Project would not generate employment.
Decrease total acreage of greenfield or otherwise rural land uses converted to urban use.	**Consistent.** The Project is an infill development and would not convert any greenfield or rural land uses to urban use.
Decrease daily vehicle miles driven per person.	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro Lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. As discussed in response to Checklist Question XVII(b) (Transportation – VMT Impacts), the Project would generate fewer VMT per capita than the East Los Angeles Area Planning Commission (APC) significance threshold.
Decrease average daily distance traveled for work and non-work trips (in miles).	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. As discussed in response to Checklist Question XVII(b) (Transportation – VMT Impacts), the Project would generate fewer VMT per capita than the East Los Angeles APC significance threshold.
Increase percentage of work and non-work trips which are less than 3 miles in length.	**Consistent.** The Project includes the infill development of a site located on the

Table VIII-5
Consistency with the 2020-2045 RTP/SCS

Objectives	Consistency Analysis
	densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Also, the Project Site is located near sources of employment and shopping, which would allow for shorter work and non-work trips.
Increase share of short trip lengths for commute purposes.	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in a walkable area of the City and in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the average commuter trip length, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Also, the Project Site is located near sources of employment and shopping, which would allow for shorter work and non-work trips.
Decrease average minutes of delay experienced per capita due to traffic congestion.	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for

Table VIII-5
Consistency with the 2020-2045 RTP/SCS

Objectives	Consistency Analysis
	users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the number of vehicle trips to/from the Project Site and associated traffic congestion, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Also, the Project Site is located near sources of employment and shopping, which would allow for fewer vehicle trips. Thus, the Project would contribute to decreasing delay.
Decrease excess travel time resulting from the difference between a reference speed and actual speed.	**Consistent.** The Project is an infill development along the Sunset Boulevard corridor that will reduce the rate of growth in vehicle trips and congestion by virtue of the Project Site's heavy transit and active transportation mode share given the site's location. As such, the Project would help reduce recurrent traffic congestion delay for general vehicles.
Decrease excess travel time for heavy-duty trucks result from the difference between reference speed and actual speed.	**Not Applicable.** The Project would not generate heavy-duty truck trips as part its operation.
Increase percentage of PM peak period trips completed within 45 minutes by travel mode.	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, which provide access to the various sources of employment and shopping nearby, including Downtown Los Angeles. Project residents would have the opportunity to live, work, and shop within a relatively short distance, which would reduce travel time.
Decrease average travel time to work (all modes).	**Consistent.** The Project includes the infill development of a site located on the

Table VIII-5
Consistency with the 2020-2045 RTP/SCS

Objectives	Consistency Analysis
	densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the length of average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Also, the Project Site is located near sources of employment and shopping, which would allow for shorter work and non-work trips.
Increase percentage of trips using either walking or biking (by trip type).	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[104] The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks

104 *Transportation Assessment Report, Linscott, Law & Greenspan, September 17, 2020. Refer to Appendix J.*

Table VIII-5
Consistency with the 2020-2045 RTP/SCS

Objectives	Consistency Analysis
	around the Project Site, allowing better access to the surrounding area.
Reduce per capita GHG emissions (from 2005 levels).	**Consistent.** The Project is an infill development located on the densely-developed Sunset Boulevard corridor that would reduce the rate of growth in auto traffic and congestion by virtue of the Project Site's heavy transit and active transportation mode share given the site's location. As such, the Project is consistent with AB 32, SB 32, SB 375, and other initiatives designed to reduce per capita GHG emissions from 2005 levels.
Increase percentage of trips using a travel mode other than single occupancy vehicle (SOV).	**Consistent.** The Project includes the infill development of a site located on the densely-developed Sunset Boulevard corridor, with 176 multi-family residential units. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[105] The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site, allowing better access to the surrounding area.
Source: DKA Planning, 2020.	

105 *Ibid.*

Table VIII-6
Consistency with the City of Los Angeles Air Quality Element

Goal	Consistency Analysis
1. Good air quality and mobility in an environment of continued population growth and healthy economy.	**Consistent.** The Project is an infill development on the dense Sunset Boulevard corridor. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[106] The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site, allowing better access to the surrounding area. These opportunities to use alternative modes of travel would help to improve air quality and mobility by reducing the number of gas/diesel-fueled vehicles on the road, during a time of population growth in the City, and to support a healthy economy.
2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent.** The Project is an infill development on the dense Sunset Boulevard corridor. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that would allow for users of the Project to travel via transit rather than via vehicle,

106 *Ibid.*

Table VIII-6
Consistency with the City of Los Angeles Air Quality Element

Goal	Consistency Analysis
	contributing to overall reduction in the average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[107] The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site, allowing better access to the surrounding area. These opportunities to use alternative modes of travel would help to reduce reliance on single-occupant vehicles and to reduce trips.
3. Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.	**Consistent.** The Project is an infill development on the dense Sunset Boulevard corridor that would minimize congestion impacts on the region because of the Project Site's proximity to public transit, Complete Communities, and general density of population and jobs.
4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Project is an infill development on the dense Sunset Boulevard corridor that would be consistent with the Element's focus on growing near transit facilities. The Project Site is also served by Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704.
5. Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including	**Consistent.** The Project is an infill development on the dense Sunset Boulevard that would be consistent with the Element's focus on energy efficiency through land use and transportation planning. The Project Site is also served

107 *Ibid.*

Table VIII-6
Consistency with the City of Los Angeles Air Quality Element

Goal	Consistency Analysis
passive methods such as site orientation and free parking.	by Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 70.
6. Citizen awareness of the linkages between personal behavior and air pollution, and participation in efforts to reduce air pollution.	**Not Applicable.** This goal is focused on City outreach and public education about personal behavior and its connection to air pollution. Nevertheless, the Project would not interfere with this policy objective.
Source: DKA Planning, 2020.	

Local: LA Green Plan/Climate LA Plan

The LA Green Plan outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. Table VIII-7 includes a discussion of the Project's consistency with applicable GHG-emissions-reducing actions from the LA Green Plan. As discussed below, the Project is consistent with the applicable goals and actions of the LA Green Plan. To facilitate implementation of the LA Green Plan, the City adopted the Los Angeles Green Building Code. To facilitate implementation of the LA Green Plan, the City adopted the Los Angeles Green Building Code (discussed above under AB 32 Climate Change Scoping Plan).

The Project would comply with performance-based standards included in the Green Building Code. In order to meet reduction goals in the LA Green Plan, LADWP will continue to implement programs to emphasize water conservation and will pursue securing alternative supplies, including recycled water and storm water capture. With regard to solid waste, the City implemented the RENEW LA plan to meet solid waste reduction goals by expanding recycling to multi-family dwellings, commercial establishments, and restaurants. The Project would be directly affected by these actions and would further reduce water and solid waste generation, thereby meeting the goals of the LA Green Plan. In addition, LADWP is required to procure a minimum of 33 percent of its energy portfolio from renewable sources by 2020 and would continue to implement programs consistent with the LA Green Plan. Therefore, the Project would be consistent with the LA Green Plan.

Table VIII-7
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
Focus Area: Energy			
E6	Present a comprehensive set of green building policies to guide and support private sector development.	The City initiated an effort to establish green building requirements, paired with incentives, for medium- to large-private projects. Buildings account for a majority of electricity use. Each building site relates to a wide range of environmental issues faced by the City, so addressing each site in a comprehensive manner will provide a variety of environmental benefits.	**Consistent.** While this action primarily applies to the City, the Project would be designed and operated to meet the applicable requirements of the State Green Building Standards Code and the City's Green Building Code.
Focus Area: Water			
W1	Meet all additional demand for water resulting from growth through water conservation and recycling.	The Mayor's Office and LADWP developed the *Securing LA's Water Supply* plan, which is an aggressive, multi-faceted approach to developing a locally sustainable water supply. The plan includes a set of key short-term and long-term strategies to secure our water future, such as: Short-Term Conservation Strategies: • Enforcing prohibited uses of water (levying fines and sanctions against water abusers and increase water conservation awareness). • Expanding the list of prohibited uses of water (possible further restrictions on watering landscape and washing/rinsing vehicles without a self-closing nozzle).	**Consistent.** While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features in accordance with the City's Green Building Code. Water conservation measures could include: Energy Star-certified appliances, use of ultra-low-flow toilets and hand wash faucets in public facilities.

Table VIII-7
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
		• Extending outreach efforts, water conservation incentives, and rebates. • Encouraging regional conservation measures (encourage all water agencies in the region to adopt water conservation ordinances which include prohibited uses and enforcement). Long-Term Conservation Strategies: • Increasing water conservation through reduction of outdoor water use and new technology. • Maximizing water recycling. • Enhancing stormwater capture • Accelerating cleanup of the groundwater basin. • Expanding groundwater storage.	
W2	Reduce per capita water consumption by 20%.	[See W1, above.]	**Consistent.** The Project would incorporate water conservation features in accordance with the City's Green Building Code. Water conservation measures could include: Energy Star-certified appliances, use of ultra-low-flow toilets and hand wash faucets in public facilities.
Focus Area: Transportation			
T4	Complete the Automated Traffic Surveillance and	This action reduces vehicle emissions that result from idling at intersections. By reducing vehicle stops, delays and travel	**Consistent.** While the City has implemented this action, the Project would not interfere

Table VIII-7
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
	Control System (ATSAC).	time through improved traffic signal timing, vehicles can travel a longer distance at a consistent rate of speed, improving fuel economy.	with the advancement of more signal timing in the City.
T6	Make transit information easily available, understandable, and translated into multiple languages.	A Los Angeles Department of Transportation (LADOT) partnership with the Personnel Department will enable DOT to determine in which additional languages transit information should be provided. Facilitating access to transit information increases the likelihood of transit use, which can reduce single occupancy vehicle trips and help alleviate traffic congestion, and most importantly, reducing associated greenhouse gas emissions.	**Consistent.** While this action primarily applies to the City, the Project would not impair the ability of the City to make transit information easily available, understandable, and translated into multiple languages.
T8	Promote walking and biking to work, within neighborhoods, and to large events and venues.	Promoting alternate modes of travel will reduce the carbon emissions associated with single occupancy vehicles (SOVs). As described in Action Items LU1 and LU2 below, the City is promoting high-density and mixed-use housing close to major transportation arteries. Such developments will also support the advancement of Action Item T8, by improving accessibility for those who wish to walk and bike to work.	**Consistent.** While this action primarily applies to the City, the Project would promote a pedestrian-friendly community by connecting the Project with the surrounding area. The Project is an infill development on the dense Sunset Boulevard corridor that would reduce reliance on the auto because of the Project Site's proximity to public transit, Complete Communities, and general density of population and jobs. The Project Site is in close proximity to transit lines, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704, that

Table VIII-7
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
			would allow for users of the Project to travel via transit rather than via vehicle, contributing to overall reduction in the average work and non-work trips, as would the Project's inclusion of 125 bicycle parking spaces, which would encourage cycling as a mode of transportation. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100 for the Project Site.[108] The Project would also encourage "walkability" by locating new housing near existing retail, transit, and employment and improving pedestrian sidewalks around the Project Site, allowing better access to the surrounding area.
Focus Area: Land Use			
LU1	Promote high-density housing close to major transportation arteries.	With 469 square miles, Los Angeles is a vast and sprawling city. Yet many neighborhoods are walkable, with stores and services clustered near dense residential housing. As the city continues to redevelop and grow, there is an unprecedented opportunity to rethink the urban environment. Accommodating continued growth requires taking	**Consistent.** The Project represents an infill development that would provide residential uses within an HQTA. The Project Site is located near regional and local public transit services. The Project would provide bicycle storage areas for Project users.

108 *Ibid.*

Table VIII-7
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
		advantage of infill opportunities and increasing density along transit corridors.	
LU2	Promote and implement transit-oriented development (TOD).	Transit Oriented Districts (TODs) represent opportunities for creating cohesive, vibrant, walkable communities where fragmented, auto- dependent corridors now exist. TODs are a positive alternative to low-density traditional land use patterns that typically segregate housing, jobs and neighborhood services from one another. In contrast, TODs cluster these community elements in close proximity, so a greater portion of trips can be made by transit, bike, or on foot.	**Consistent.** While this action primarily applies to the City, the proposed Project would concentrate residential uses in close proximity to public transit opportunities, including Metro Lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 70.
Focus Area: Waste			
WsT1	Reduce or recycle 70 percent of trash by 2015.	Source reduction and recycling programs not only conserve natural resources and landfill space, but also confer climate benefits.	**Consistent.** While this action primarily applies to the City, the Project would provide adequate storage areas in accordance with the City's Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or a room of specified size on the Project Site.
Source: DKA Planning, 2020.			

Local: City of Los Angeles Sustainable City pLAn

As discussed above, the Sustainable City pLAn includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and

development, mobility and transit, and air quality, among others. The Sustainable City pLAn provides information as to what the City will do with buildings and infrastructure in their control. Specific targets related to housing and development and mobility and transit include the decrease of VMT per capita by 5 percent by 2025, and increasing trips made by walking, biking or transit by at least 35 percent by 2025. The Project would generally comply with these targets as the Project is an infill development consisting of market-rate and low-income housing on the Project Site, which is located near regional and local transit services. The Project would be well-served by transit, including Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 70. Furthermore, the Project would comply with CALGreen, implement various energy and water conservation measures in accordance with the City's Green Building Code, and comply with the City's Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986) in furtherance of the aspirations included in the Sustainable City pLAn with regard to energy-efficient buildings and waste and landfills. The Project would also provide secure short- and long-term bicycle storage areas for Project guests and employees. Therefore, the Project would be consistent with the Sustainable City pLAn.

Conclusion

In summary, the plan consistency analysis provided above demonstrates that the Project complies with the applicable plans, policies, regulations and GHG emissions reduction actions/strategies outlined in the Climate Change Scoping Plan, the 2020–2045 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn. Consistency with the above plans, policies, regulations, and GHG emissions reduction actions/strategies would reduce the Project's incremental contribution of GHG emissions. Thus, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Furthermore, because the Project is consistent and does not conflict with these plans, policies, and regulations, the Project's incremental increase in GHG emissions as described above would not result in a significant impact on the environment. Therefore, Project impacts with regard to climate change would be less than significant.

Project Emissions

In support of the consistency analysis above that describes the Project's compliance with, or exceedance of performance-based standards included in the regulations and policies outlined in the applicable portions of the Climate Change Scoping Plan, the 2020–2045 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn, quantitative calculations are provided below.

The Project would result in direct and indirect GHG emissions associated with the following sources:

- Construction: emissions associated with demolition of the existing retail uses and residence and parking areas, shoring, excavation, grading, and construction-related equipment and vehicular activity;
- Area source: emissions associated with landscape equipment;
- Energy source (building operations): emissions associated with electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting;
- Stationary source: emissions associated with stationary equipment;
- Mobile source: emissions associated with vehicle trips generated by the Project;
- Solid Waste: emissions associated with the decomposition of the waste, which generates methane based on the total amount of degradable organic carbon; and
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.

Construction Emissions

Project construction is anticipated to be completed in 2024. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Appendix B. The GHG emissions associated with construction of the Project were estimated for each year of construction activity (refer to Table VIII-8). As shown, construction of the Project is estimated to generate a total of 1,474 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.[109] This results in annual Project construction emissions of 49 $MTCO_2e$. A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix B.

109 *SCAQMD Governing Board Agenda Item 31, December 5, 2008.*

Table VIII-8
Combined Construction-Related GHG Emissions
(metric tons of carbon dioxide equivalent [MTCO2e])

Year	$MTCO_2e$[1]
2021	29
2022	814
2023	605
2024	20
Total	**1,474**
Amortized Over 30 Years	***49***

[1] *CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Construction CalEEMod output file.*

Note: Numbers might not add up due to rounding.

Source: DKA Planning, 2020. Refer to Appendix B.

Operational Emissions

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model, which includes landscape maintenance equipment, use of consumer products, and other everyday sources.. As shown on Table VIII-9, the Project would result in less than three $MTCO_2e$ per year from area sources.

Electricity and Natural Gas Generation Emissions

GHG emissions are emitted as a result of activities in buildings when electricity and natural gas are used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; when this occurs in a building, it is a direct emission source associated with that building. GHG emissions are also emitted during the generation of electricity from fossil fuels. When electricity is used in a building, the electricity generation typically takes place off-site at the power plant; electricity use in a building generally causes emissions in an indirect manner.

Electricity and natural gas emissions were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the energy usage by applicable emissions factors chosen by the utility company. GHG emissions from electricity use are directly dependent on the electricity utility provider. In this case, GHG intensity factors for LADWP were selected in CalEEMod. The carbon intensity (lbs/MWh) for electricity generation was calculated for the Project buildout year based on LADWP projections. A straight-line interpolation was performed to estimate the LADWP carbon intensity factor

for the Project buildout year. LADWP's carbon intensity projections also take into account SB 350 RPS requirements for renewable energy.

Table VIII-9
Annual GHG Emissions Summary (Buildout)[a]
(MTCO2e)

Year	$MTCO_2$[a]
Area[b]	3
Energy[c] (electricity and natural gas)	1,140
Mobile	1,025
Solid Waste[d]	41
Water/Wastewater[e]	144
Construction	49
Total Emissions	**2,402**

$MTCO_2e$ = metric tons of carbon dioxide equivalent

[a] *CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file.*
[b] *Area source emissions are from landscape equipment and other operational equipment.*
[c] *Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.*
[d] *Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.*
[e] *Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.*

Note: Numbers might not add up due to rounding.

Source: DKA Planning, 2020. Refer to Appendix B.

This is conservative, given the 2018 chaptering of SB 100 (De Leon), which requires electricity providers to provide renewable energy for at least 60 percent of their delivered power by 2030 and 100 percent use of renewable energy and zero-carbon resources by 2045. SB 100 also increases existing renewable energy targets, called Renewables Portfolio Standard (RPS), to 44 percent by 2024 and 52 percent by 2027.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building, such as in plug-in appliances. CalEEMod calculates energy use from systems covered by Title 24 (e.g., HVAC system, water heating system, and lighting system); energy use from lighting; and energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24 or lighting.

CalEEMod electricity and natural gas usage rates are based on the CEC-sponsored California Commercial End-Use Survey (CEUS) and the California Residential Appliance

Saturation Survey (RASS) studies.[110] The data are specific for climate zones; therefore, Zone 11 was selected for the Project Site based on the zip code tool. Since these studies are based on older buildings, adjustments have been made to account for changes to Title 24 building codes but do not reflect all of the current Title 24 standards.

As shown on Table VIII-9, Project GHG emissions from electricity and natural gas usage would result in a total of 1,140 $MTCO_2e$ per year.

Mobile Source Emissions

Mobile-source emissions were calculated using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with hotel guests and employees, and delivery vehicles visiting the Project Site based on the number of daily trips generated and VMT.

Mobile source operational GHG emissions were calculated using CalEEMod and are based on the Project trip-generation estimates. To calculate daily trips, the number of hotel rooms and amount of building area for the restaurant uses were multiplied by the applicable trip-generation rates based on the Institute of Transportation Engineers (ITE)'s *Trip Generation, 10th Edition*.

The Project represents an infill development within an urbanized area that would concentrate new residential uses within an HQTA.[111] The Project Site is located on the dense Sunset Boulevard corridor with proximity to Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 70. The Project would provide bicycle parking/storage areas for Project residents and visitors. These characteristics would reduce trips and VMT as compared to standard ITE trip generation rates. The Project characteristics listed below are consistent with the CAPCOA guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction values for transportation related design techniques.[112] These techniques would reduce vehicle trips and VMT associated with the Project relative to the standard ITE trip generation rates, which would result in a comparable reduction in VMT and associated GHG emissions. Techniques

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110 *CEC, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.*

111 *The Project Site is also located in Transit Priority Area as defined by Public Resources Code Section 20199. Public Resources Code Section 21099 defines a "transit priority area" as an area within 0.5 miles of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "major transit stop" as "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." Also refer to the City's ZIMAS System regarding the location of the Project Site within a Transit Priority Area. www.zimas.lacity.org, accessed December 12, 2016.*

112 *CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, 2010.*

applicable to the Project include the following (a brief description of the Project's relevance to the measure is also provided):

- **CAPCOA Measure LUT-1 – Increase Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies, such as enhanced transit services.

- **CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use):** The Project would introduce new multi-family residential uses on the Project Site. The change in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking and non-automotive forms of transportation (i.e., walking and biking), which would result in corresponding reductions in transportation-related emissions.

- **CAPCOA Measure LUT-4 – Increase Destination Accessibility:** The Project Site is located on the dense Sunset Boulevard corridor, a regional job center, also easily accessible by public transportation Metro bus services. Access to multiple destinations, and commercial and retail uses in proximity to the Project Site would reduce vehicle trips and VMT and encourage walking and non-automotive forms of transportation and would result in corresponding reductions in transportation-related emissions as a result of the Project.

- **CAPCOA Measure LUT-5 – Increase Transit Accessibility:** The Project Site is located near several Metro bus routes. The Project would also provide bicycle parking/storage for residents and guests to encourage utilization of alternative modes of transportation.

CalEEMod calculates VMT based on the type of land use, trip purpose, and trip type percentages for each land use subtype in the project (primary, diverted, and pass-by). As shown on Table VIII-9, the Project's GHG emissions from mobile sources would result in a total of 1,025 MTCO2e per year. This estimate reflects reductions attributable to the Project's characteristics (e.g., infill project near transit that supports multi-modal transportation options), as described above.

<u>Solid Waste Generation Emissions</u>

Emissions related to solid waste were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the waste generated by applicable emissions factors provided in Section 2.4 of the USEPA's AP-42, Compilation of Air Pollutant Emission Factors. CalEEMod solid waste generation rates for each applicable land use were selected for this analysis. As shown on Table VIII-9, the Project scenario

is expected to result in a total of 41 $MTCO_2e$ per year from solid waste that accounts for a 50-percent recycling/diversion rate.

Water Usage and Wastewater Generation Emissions

GHG emissions are related to the energy used to convey, treat, and distribute water, and treat wastewater. Thus, these emissions are generally indirect emissions from the production of electricity to power these systems. Three processes are necessary to supply potable water; these include: (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, energy is used as the wastewater is treated and reused as reclaimed water.

Emissions related to water usage and wastewater generation were calculated using the CalEEMod emissions inventory model, which multiplies an estimate of the water usage by the applicable energy intensity factor to determine the embodied energy necessary to supply potable water.[113] GHG emissions are then calculated based on the amount of electricity consumed multiplied by the GHG emissions intensity factors for the utility provider. In this case, embodied energy for Southern California supplied water and GHG intensity factors for LADWP were selected in CalEEMod. Water usage rates were calculated consistent with the requirements under City Ordinance No. 184,248, 2016 California Plumbing Code, 2016 CALGreen, 2017 Los Angeles Plumbing Code, and 2017 Los Angeles Green Building Code, and reflect an approximately 20 percent reduction as compared to the base demand.

As shown on Table VIII-9, the Project's GHG emissions from water/wastewater usage would result in a total of 144 $MTCO_2e$ per year.

Combined Construction and Operational Emissions

As shown on Table VIII-9, when taking into consideration implementation of the requirements set forth in the City's Green Building Code and the full implementation of current state mandates, the GHG emissions for the Project would equal 2,402 $MTCO_2e$ annually, including 49 $MTCO_2e$ (as amortized over 30 years) from construction.

Estimated Reduction of Project Related GHG Emissions Resulting from Consistency with Plans

As noted earlier, one approach to demonstrating a project's consistency with GHG emissions reduction plans is to show how a project would reduce its incremental contribution when compared to a scenario in the absence of GHG emissions reduction plans. The analysis in this section includes potential emissions under such a scenario

113 *The intensity factor reflects the average pounds of CO_2e per megawatt generated by a utility company.*

and from the Project at buildout based on actions and mandates expected to be in force in 2022.

Table VIII-10 shows the GHG emissions associated with the Project in the absence of the GHG emissions reduction plans and policies discussed previously and the reductions in the Project's GHG emissions as a result of the effectiveness of the previously-discussed plans and policies. As shown, GHG emissions reduction plans and policies would reduce Project emissions overall by 35 percent when compared to the Project's development in the absence of such reduction plans and policies.

Table VIII-10
Project Operational GHG Emissions ($MTCO_2e$)

Scenario and Source	Project Emissions in the Absence of GHG Emissions Reduction Plans and Policies	Project Emissions	Emissions Reduction	Percent Reduction
Area Sources	3	3	-	0%
Energy Sources	1,965	1,140	-825	-42%
Mobile Sources	1,460	1,025	-435	-30%
Waste Sources	41	41	-	0%
Water Sources	144	144	-	0%
Construction[1]	49	49	-	0%
Total Emissions	**3,663**	**2,402**	**-1,261**	**-35%**

$MTCO_2e$ = metric tons of carbon dioxide equivalent

[1] *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.*

Source: DKA Planning, 2020.

Given the Project's consistency with state, regional, and City GHG emissions reduction plans and policies, the Project is consistent with all applicable plans, policies, and regulations adopted for the purpose of reduction GHG emissions. Therefore, the Project's incremental contribution to GHG emissions and their effects on climate change would not be considerable.

Post-2030 Considerations

Recent studies show that the state's existing and proposed regulatory framework will put the state on a pathway to reduce its GHG emissions level to 40 percent below 1990 levels

by 2030 and to 80 percent below 1990 levels by 2050, if additional appropriate reduction measures are adopted.[114] Even though these studies did not provide an exact regulatory and technological roadmap to achieve the 2030 and 2050 goals, they 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 studies could allow the state to meet the 2050 target. Subsequent to the findings of these studies, SB 32 was passed on September 8, 2016 and requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. As discussed above, the new plan outlined in SB 32, involves increasing renewable energy use, imposing tighter limits on the carbon content of gasoline and diesel fuel, putting more electric cars on the road, improving energy efficiency, and curbing emissions from key industries.

As stated previously, for the SCAG region, CARB has set GHG emissions reduction targets at 8 percent below 2005 per-capita emissions levels by 2020 and 19 percent below 2005 per-capita emissions levels by 2035 to be met/exceeded through a set of strategies and tools that are consistent with local jurisdictions' land use policies and that incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). These strategies identify how the SCAG region can implement the 2020-2045 RTP/SCS and achieve related GHG emissions reductions. The strategies listed below are intended to be supportive of implementing the regional Sustainable Communities Strategy. Several are directly tied to supporting related GHG emissions reductions while others support the broader goals of the 2020-2045 RTP/SCS.

As discussed above, SCAG's 2020-2045 RTP/SCS establishes a regulatory framework for achieving GHG emissions reductions from the land use and transportation sectors pursuant to SB 375 and the state's long-term climate policies. The 2020-2045 RTP/SCS ensures VMT reductions and other measures that reduce regional emissions from the land use and transportation sectors. Specifically, the 2020-2045 RTP/SCS would result in an estimated 8 percent below 2005 per-capita emissions levels by 2020 and 19 percent below 2005 per-capita emissions levels by 2035 to be met/exceeded through a set of strategies and tools that are consistent with local jurisdictions' land use policies and that incorporate best practices for achieving the state-mandated reductions in GHG emissions

114 *Energy and Environmental Economics (E3). "Summary of the California State Agencies' PATHWAYS Project: Long-term Greenhouse Gas Reduction Scenarios" (April 2015); Greenblatt, Jeffrey, Energy Policy, "Modeling California Impacts on Greenhouse Gas Emissions" (Vol. 78, pp. 158–172). The California Air Resources Board, California Energy Commission, California Public Utilities Commission, and the California Independent System Operator engaged E3 to evaluate the feasibility and cost of a range of potential 2030 targets along the way to the state's goal of reducing GHG emissions to 80 percent below 1990 levels by 2050. With input from the agencies, E3 developed scenarios that explore the potential pace at which emission reductions can be achieved, as well as the mix of technologies and practices deployed. E3 conducted the analysis using its California PATHWAYS model. Enhanced specifically for this study, the model encompasses the entire California economy with detailed representations of the buildings, industry, transportation and electricity sectors.*

at the regional level through reduced per-capita VMT. By meeting and exceeding the SB 375 targets for 2020 and 2035, the 2020-2045 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emissions reduction goals.

The Project is the type of land use development that is encouraged by the 2020-2045 RTP/SCS to reduce VMT and expand multi-modal transportation options in order for the region to achieve the GHG emissions reductions from the land use and transportation sectors required by SB 375, which in turn, advances the state's long-term climate policies. By furthering implementation of SB 375, the Project supports regional land use and transportation GHG reductions consistent with state climate targets for 2030 and beyond. In addition, the Project would be consistent with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. Therefore, the Project would be consistent with the 2020-2045 RTP/SCS.

Cumulative Impacts

The analysis of the Project's GHG emissions impacts above is a cumulative impact analysis. Given the Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, it is concluded that the Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable. As such, the Project's cumulative contribution to global climate change is less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☐	☒
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 result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials necessary for construction of a residential development (e.g., paints, solvents, fuel for

construction equipment, building materials, etc.). Although construction of the Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with Project would be required to comply with all applicable federal, state, and local regulations governing such activities.

The Project Site includes six lots, of which four are developed primarily with residential buildings (refer to Table 2-1 in Section 2, Project Description). The Project includes demolition and removal of the existing uses from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking, similar to other multi-family residential developments already found in the Project Site area and region. The Project would use common types of cleaning products, paint, petroleum products, etc. and would not require the routine transport, use, or disposal of hazardous materials that would pose a significant hazard to the public or environment. Therefore, Project impacts related to hazardous materials would be less than significant, and no further analysis of this issue is required.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the Project (refer to Appendix G) by Santec. The purpose of the Phase I ESA was determined if there are any recognized environmental concerns (RECs) associated with the Project Site.[115] The Phase I ESA included a site reconnaissance, review of current and historical data describing development of the Project Site, and an environmental records search. Santec noted no RECs, historical RECs, controlled RECs, or de minimis conditions were identified in connection with the Project Site. Additionally, no off-site RECs were identified that would impact the Project Site.

Given the age of several of the existing building, it is possible that asbestos-containing materials (ACMs) and lead-based paint (LBP) could be encountered at the Project Site during the demolition and remodeling period.[116] As such, the Applicant would be required as part of the Project permitting process to provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no ACMs are present in the building. If ACMs are found to be present, the ACMs would need to be abated in compliance with CAQMD's Rule 1403, as well as other applicable state and federal rules and regulations. Also, the Applicant would be required as part of the Project permitting process to submit an LBP survey to the Department of Building and Safety. Should LBP materials be identified, standard handling and disposal practices shall be

115 *An REC is defined by the ASTM Standard Practice E1527-13 as 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.*

116 *It is noted in the Historic Resource Assessment Report (refer to Appendix D) that at least one building is known to contain asbestos.*

implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.

For these reasons, the Project would not create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, Project impacts related to this issue would be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. No schools are located within 0.25 miles of the Project Site. The school closest to the Project Site is the Rosemont Avenue Elementary School, located approximately 0.5 miles southwest of the Project Site. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, no impacts related to this issue would occur.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The Project is not included on any list compiled pursuant to Government Code Section 65962.5 (i.e., certain hazardous waste facilities, sites that include leaking USTs, contaminated drinking water wells, and landfills with migrating hazardous waste).[117] Thus, the Project would not create a significant hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, no impacts related to this issue would occur.

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 result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is not located within two miles of a public airport. The closest airport is the Burbank Airport located approximately 7.5 miles northwest of the site. Nevertheless, the Project is not expected to provide a safety hazard for people residing or working near the Project since the development is a hotel and would not interrupt daily airport operations. Therefore, no impacts related to this issue would occur.

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117 *Department of Toxic Substance Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed May 8, 2020.*

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area.

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, temporary and limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially affect emergency access adjacent to the Project Site. Access to the Project Site and surrounding area during construction of the Project would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Prior to issuance of a building permit, the Applicant would be required by the City to develop an emergency response plan in consultation with the Los Angeles Fire Department (LAFD). The emergency response plan shall include but not be limited to: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Through compliance with this City requirement, Project impacts related to this issue would be less than significant.

g) Would the project expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. Refer to a detailed discussion of Project impacts related to wildland fires under Checklist Topic XX (Wildfire).

Cumulative Impacts

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the boundaries of the Project Site. All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an acceptable level. As stated previously, the Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, no significant Project cumulative impacts related to hazards and hazardous materials would occur.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater?

Less Than Significant Impact. The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. During the Project's construction phase, soil would be temporarily exposed. In addition, on-site watering activities to reduce airborne dust would occur. Also, construction-related materials, including adhesives, coatings, lubricants, and fuel would be temporarily stored on the Project Site. However, the Applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion/sedimentation and other runoff from the Project Site from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that any construction stormwater runoff would not violate water quality and/or discharge requirements.

Additionally, during the Project's operational phase, most of the Project Site would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. However, the Applicant would still be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID Plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall from a storm event or the runoff associated with the 85th percentile, 24-hour storm event, whichever is greater, in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would control the amount of surface water runoff leaving the Project Site. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. Therefore, Project impacts related to water quality would be less than significant.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The topography of the Project Site slopes up from Sunset Boulevard on the south and from Mohawk Street on the east, with elevations ranging from approximately 422 feet above sea level (asl) to approximately 460 feet asl. The subsurface conditions of the Project Site include undocumented fill and the Monterey Formation, which is sandstone. Based on the Preliminary Geotechnical Investigation Report (refer to Appendix F), borings taken at the site up to a depth of approximately 50 feet did not encounter any groundwater. The Project Site comprises six lots, four of which are developed primarily with residential buildings (refer to Table 2-1 in Section 2, Project Description). Given the current site conditions, during storm events, some storm water is absorbed into the ground at the Project Site, while the remainder flows to the City's existing storm drain system. Storm water that encounters the Project Site likely does not reach groundwater levels. The Project Site is located within the boundaries of the Central Basin; groundwater recharge in the Central Basin occurs in spreading grounds, which do not include the Project Site.

Under post-Project conditions, all storm water would continue to be directed toward on-site BMP infrastructure and to the local storm drain system and would not have the ability to reach groundwater level at the Project Site. Additionally, all water consumption associated with the Project would be supplied by the Metropolitan Water District (MWD) and not from groundwater beneath the Project Site. Thus, the Project would have no effect on groundwater supplies or recharge, and no impacts related to this issue would occur.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site?

i) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The Project includes demolition and removal of all existing structures from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. No rivers or streams are located on or near the Project Site. During the Project's construction phase, soil would be exposed. However, the Applicant would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. While grading and construction activities may temporarily alter the existing drainage patterns of the site, BMPs would be implemented to minimize soil erosion impacts during Project grading and construction activities. In addition, the Applicant would be required to implement a LID Plan (during operation),

which would reduce the amount of surface water runoff leaving the Project Site after a storm event. Specifically, the LID Plan would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inch of rainfall or the runoff associated with the 85th percentile, 24-hour storm event, whichever is greater. Thus, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site. Therefore, Project impacts related to erosion or siltation would be less than significant.

ii) Substantially increase the rate or amount or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The Project Site comprises six lots, four of which are developed primarily with residential buildings (refer to Table 2-1 in Section 2, Project Description). Given the current site conditions, during storm events, some storm water is absorbed into the ground at the Project Site, while the remainder flows to the City's existing storm drain system. The Project includes demolition and removal of all existing structures from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking, all of which would increase the amount of impervious surface at the Project Site and would increase the amount of runoff from the Project Site.

The City uses the Los Angeles County Department of Public Works Hydrology Manual for designing and hydrology and drainage infrastructure. The Hydrology Manual requires that a storm drain conveyance system be designed for a 25-year storm even and that the combined capacity of a storm drain and street flow system accommodate flow from a 50-year storm event. The Project would be required by the City to control stormwater runoff from the Project Site to meet these requirements. Runoff would follow new discharge paths and drain to on-site storm drain infrastructure, including catch basins, planter drains, building roof drain downspouts, etc., throughout the Project Site. The rate and amount of stormwater runoff would be controlled through this on-site BMP infrastructure and could be accommodated by the City's existing storm drain system. Thus, the Project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. Therefore, Project impacts related to flooding would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Regarding storm drain capacity, refer to response to Checklist Question X(c)(ii) (Hydrology and Water Quality – on- or off-site flooding. Regarding water quality, refer to response to Checklist Question X(a) (Hydrology and Water Quality – Water Quality).

iv) Impede or redirect flood flows?

No Impact. The Project Site is located in an area of minimal flood risk (Zone X) and is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA).[118] Thus, the Project would not have the potential to impede or redirect flood flows. Therefore, no impacts related to this issue would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. The Project Site is not in an area susceptible to seiches, tsunamis, or mudflows. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. Therefore, no impacts related to this issue would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed previously, the Project would be required to comply with the NPDES General Construction Permit, including the preparation of a SWPPP and implementation of BMPs that would require the Project to minimize soil erosion/sedimentation and other runoff from the site from entering the storm drains during the construction period. In addition, the Project would be subject to the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Sites would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements, would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements. Therefore, Project impacts related to this issue would be less than significant.

Cumulative Impacts

The site of the proposed Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments is required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to

118 *FEMA, https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor, accessed May 8, 2020.*

ensure that water quality impacts are minimized. Therefore, Project cumulative impacts related to hydrology and water quality would be less than significant.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Would the project physically divide an established community?

No Impact. The Project Site is located in an urbanized area of the City and is currently developed. The Project Site is surrounded by existing development and roadway and utility infrastructure. Thus, the Project would not physically divide an established community. Therefore, no impacts related to this issue would occur.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or adopted plan for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. As discussed below, the Project would be substantially consistent with all of the applicable plans, policies, and regulations associated with development of the Project Site. Therefore, Project impacts related to land use and planning would be less than significant.

Regional Plans

Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. Applicable SCAG publications are discussed below.

2020-2045 RTP/SCS

SB 375 requires MPOs such as SCAG to revise and update their RTPs and SCS, periodically. SCAG's most recent RTP/SCS is the 2020-2045 RTP/SCS, finally adopted on September 3, 2020 by SCAG's Regional Council.

The 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

The 2020-2045 RTP/SCS outlines more than $638 billion in transportation system investments through 2045 and was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The 2020-2045 RTP/SCS includes strategies for accommodating projected population, household and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and HQTAs and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.

2020-2045 RTP/SCS Consistency Discussion

The Project's consistency with the 2020-2045 RTP/SCS is discussed on Table 3-2 in Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis). As discussed there, the Project would be substantially consistent with the 2020-2045 RTP/SCS. Therefore, impacts related to consistency with the 2020-2045 RTP/SCS would be less than significant.

South Coast Air Quality Management District

Air Quality Management Plan

The Project Site is located within the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates to the AQMP, and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and VMT. Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of State and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.

AQMP Consistency Discussion

Air quality impacts of the Project and consistency of the Project with the AQMP are discussed in response to Checklist Question III(a) (Air Quality – AQMP Consistency) of this IS/MND.

Local Plans

City of Los Angeles

General Plan

The City's General Plan, adopted December 1996 and re-adopted August 2001, provides general guidance on land use issues for the entire City. The General Plan consists of a Framework Element, a Land Use Element, and 10 citywide elements. The Framework Element of the General Plan serves as guide for the City's overall long-range growth and development policies and serves as a guide to update the community plans and the citywide elements. The citywide elements address functional topics that cross community boundaries, such as transportation, and address these topics in more detail than is appropriate in the Framework Element, which is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall general plan. The Framework Element provides a conceptual relationship between land use and transportation and provides guidance for future updates to the various elements of the General Plan, but does not supersede the more detailed community and specific plans. The Land Use chapter of the Framework Element contains Long Range Land Use

Diagrams that depict the generalized distribution of centers, districts, and mixed-use boulevards throughout the City, but the community plans determine the specific land use designations. The Land Use Element of the General Plan is contained within 35 community plans. The Project's consistency with the General Plan Framework Element is discussed on Table XI-1 in Appendix M. As discussed there, the Project would be substantially consistent with the Framework Element. Therefore, Project impacts related to consistency of the Project with the Framework Element would be less than significant.

Silver Lake-Echo Park-Elysian Valley Community Plan

The Project Site is located within the boundaries of the Silver Lake-Echo Park-Elysian Valley Community Plan (SLEPEV Community Plan). The Silver Lake-Echo Park-Elysian Valley Community Plan Area is located north of Downtown Los Angeles and is generally separated from Downtown Los Angeles by Chinatown. Its southernmost tip shares a border with the Central City Community Plan Area. The SLEPEV Community Plan Area's 4,579 acres (7 square miles) is additionally bordered by the Hollywood and Wilshire Community Plan Areas to the west, Westlake Community Plan Area to the southwest, Central City North Community Plan Area to the south and the Northeast Community Plan Area to the north and east. Its land area comprises 2 percent of the City's land mass and is predominantly a residential area, with approximately 42 percent of the land in the SLEPEV Community Plan Area designated for residential use. Fourteen percent of the total area is zoned for single-family residential use, and the remaining 28 percent of the total area is designated for multi-family residential use. A distinguishing feature of the area is its fairly dense, hillside neighborhoods, which are often characterized by steep slopes and narrow streets. Residential neighborhoods tend to contain a mix of single-family and multi-family structures, particularly in older neighborhoods such as Angelino Heights. The SLEPEV Community Plan boasts one of the larger concentrations of Modernist Era homes mostly located in the single-family neighborhoods surrounding the Silver Lake Reservoir. With Elysian Park, Dodger Stadium and the Los Angeles River along its eastern boundary, it contains more open space than most of the Community Plan Area's in the Los Angeles Metropolitan area. Several significant commercial corridors run through the SLEPEV Community Plan area serving as community centers and offering a wide range of neighborhood supporting retail and services. Sunset Boulevard from the Harbor Freeway to Sunset Junction (Sunset Boulevard's intersection with Santa Monica Boulevard) is an important east-west arterial that runs through the SLEPEV Community Plan area, in many ways, lending Echo Park and Silver Lake their distinctive and identifiable character and providing a prime opportunity for transit-oriented and pedestrian-friendly, mixed-use and infill development. Glendale Boulevard runs north and south, nearly splitting the SLEPEV Community Plan area in half.

The existing land use designation for the Project Site in the SLEPEV Community Plan are Community Commercial and Medium Residential (refer to Figure 2-4 in Section 2 [Project Description]). The proposed multi-family residential use is allowed under these designations. As discussed on Table XI-2 in Appendix M, the Project would be

substantially consistent with the SLEPEV Community Plan, and impacts would be less than significant.

Zoning Code

The Project Site is currently zoned [Q]C2-1VL (Qualified Condition, Commercial Zone, Height District 1VL) and R3-1VL (Multiple Dwelling Zone, Height District 1VL). The R and C zones generally allow the proposed multi-family residential uses. The Q Condition prohibits automobile uses and requires parking to be located at the rear of the lot or underground. Consistent with the Q Condition, the Project would provide parking in three levels of parking beneath the residential portion of the buildings.

The Applicant is seeking a density bonus under the City of Los Angeles Transit Oriented Communities (TOC) Guidelines with base incentives for increased density, increased floor-area ratio (FAR), and reduced parking and three additional incentives for RAS3 Zone yard setbacks in the commercial zone, increased height, and averaging of floor area, density, open space, and parking. Based on the Project Site's location within 750 feet of a Major Transit Stop and served by a qualifying regular bus line that intersects with a Rapid bus line, the Project is eligible for Tier 3 incentives under the TOC Guidelines with the provision of affordable housing.

Specifically, the Project includes the following requested zoning related discretionary approvals:

1. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, ministerial clearances for a Tier 3 density increase of up to 70 percent to allow a maximum of 176 units in lieu of 101 units, to allow increased floor area ratio (FAR) of up 3.75:1, and to allow reduced parking.
2. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, an additional incentive to allow the RAS3 zone five-foot side yard setback in the C zone in lieu of the otherwise required ten-foot side yard setbacks.
3. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, an additional incentive to increase the permitted height by 22 feet to allow a maximum height of 79 feet in lieu of 57 feet.
4. Pursuant to the TOC Guidelines and LAMC Section 12.22.A.31, an additional incentive to allow averaging of floor area, density, and open space and parking.
5. Pursuant to LAMC Section 16.05, Site Plan Review approval.

All other aspects of the Project would comply with the zoning code. For these reasons, the Project would be substantially consistent with the zoning code.

Cumulative Impacts

As discussed previously, the Project would not result in any inconsistencies with any of the applicable plans, policies, or regulations associated with development of the Project Site. The City would assess the consistency of the related projects with all applicable plans, policies, and regulations associated with those projects, individually. Regardless of any potentially inconsistencies the related projects may result in, because the Project would not result in any inconsistencies, the Project would not have the potential to contribute to any cumulative inconsistency impacts.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project Site is located in an urbanized part of the City. There are no known mineral resources on the Project Site or in the vicinity. Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impacts related to issue would occur.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project Site is located in an urbanized part of the City. The Project Site is not identified as a mineral resource recovery site. Thus, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impacts related to issue would occur.

Cumulative Impacts

As discussed previously, the Project would not result in any impacts related to mineral resources. Regardless to what degree the related projects could result in impacts related to mineral resources, because the Project would not result in any impacts related to mineral resources, the Project would not have the potential to contribute to any cumulative impacts.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

The analysis below is based primarily based on the following (refer to Appendix H):

- Noise Modeling Results, DKA Planning, July 2020.

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The “A-weighted scale,” abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. Table XIII-1 provides examples of A-weighted noise levels from common sources.

Table XIII-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA, L_{eq})
Threshold of Pain	140
Jet Takeoff at 100 Meters	125
Jackhammer at 15 Meters	95
Heavy Diesel Truck at 15 Meters	85
Conversation at 1 Meter	60
Soft Whisper at 2 Meters	35
Source: United States Occupational Safety & Health Administration, Noise and Hearing Conversation Technical Manual, 1999.	

Noise Definitions

Community Noise Equivalent Level (CNEL): CNEL is an average sound level during a 24-hour period. CNEL is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Hence, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Equivalent Noise Level (L_{eq}). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise that has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA.

Effects of Noise

The degree to which noise can impact the environment ranges from levels that interfere with speech and sleep to levels that cause adverse health effects. Human response to noise is subjective and can vary from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Audible Noise Changes

Small perceptible changes in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely cause some community reaction. A 10-dBA increase is heard as a doubling in loudness and would cause a community response.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of the distance.

Noise is most audible when traveling by direct line-of-sight.[119] Barriers, such as walls or buildings that break the line-of-sight between the source and the receiver can greatly reduce noise levels from the source since sound can only reach the receiver by diffraction. Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Regulatory Setting

Federal

Noise Standards

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project, which is a private development in the City. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise.

State

Noise Standards

The California Department of Health Services (DHS) has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown on

119 *Line-of-sight is a visual path between the noise source and the noise receptor.*

Table XIII-2. In addition, Section 65302(f) of the California Government Code requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table XIII-2
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] 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.
[b] 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 systems or air conditioning will normally suffice.
[c] 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.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

City

The LAMC provides two types of noise standards that are relevant to this analysis: 1) construction noise standards, and 2) general noise ordinance standards. The construction noise standards apply only to construction activities, while the general noise ordinance standards apply to noise generated by land use activities.

Construction Noise Standards

LAMC Section 41.40 regulates noise due to construction work. LAMC Section 41.40 prohibits the use of any "power driven 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" between the hours of 9:00 P.M. and 7:00 A.M. Section 41.40 further states that "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 of 9:00 P.M. and 7:00 A.M. LAMC Section 41.40 also prohibits any construction work, including the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials, within 500 feet of residential buildings before 8:00 A.M. or after 6:00 P.M. on Saturday or national holidays or at any time on Sunday. Within the permitted construction times and distances, there are no noise limits. Construction noise intruding onto property zoned for manufacturing or industrial uses is exempted from the LAMC Section 41.40 standards.

LAMC Section 112.05 states that 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 75 dB(A) at a distance of 50 feet. This limit applies to construction equipment, 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. This limit shall not apply where compliance is technically infeasible. The burden of proving that compliance is technically infeasible shall be on the person or persons charged with any violation of this section. Technical infeasibility shall mean that the noise limit cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment.

General Noise Ordinance Standards

LAMC Chapter XI, "Noise Regulation," regulates noise from non-transportation noise sources such as commercial or industrial operations, mechanical equipment or residential activities. Although these regulations do not apply to vehicles operating on public rights-of-way, the regulations do apply to noise generated by vehicles on private property, such

as truck operations at commercial or industrial facilities. The exact noise standards vary depending on the type of noise source, but the allowable noise levels are generally determined relative to the existing ambient noise levels at the affected location. LAMC Section 111.01 (a) defines the ambient noise as "the composite of noise from all sources near and far in a given environment, exclusive of occasional and transient intrusive noise sources and of the particular noise source or sources to be measured. Ambient noise shall be averaged over a period of at least 15 minutes…" LAMC Section 111.03 provides minimum ambient noise levels for various land uses, as described on Table XIII-3. In the event that the actual measured ambient level at a subject location is lower than that provided in the table, the level in the table shall be assumed.

Table XIII-3
City of Los Angeles Minimum Ambient Noise Levels

Zone	Allowable Average Noise Level (L_{eq})	
	Daytime (7 A.M. – 10 P.M.)	Nighttime (10 P.M. – 7 A.M.)
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50 dB(A)	40 dB(A)
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60 dB(A)	55 dB(A)
M1, MR1, and MR2	60 dB(A)	55 dB(A)
M2 and M3	65 dB(A)	65 dB(A)
Source: LAMC		

At the boundary line between two zones, the allowable noise level of the quieter zone shall be used. The allowable noise levels are then adjusted if certain conditions apply to the alleged offensive noise, as follows:

- For steady tone noise with an audible fundamental frequency or overtones (except for noise emanating from any electrical transformer or gas metering and pressure control equipment existing and installed prior to September 8, 1986) – reduce allowable noise level by 5 dB(A).
- For repeated impulsive noise – reduce allowable noise level by 5 dB(A).
- For noise occurring less than 15 minutes in any period of 60 consecutive minutes between the hours of 7:00 A.M. and 10:00 P.M. – increase allowable noise level by 5 dB(A).

The City's noise ordinance is not explicit in defining the length of time over which an average noise level should be assessed. However, based on the noted reference to "60 consecutive minutes," above, it is concluded that the one-hour L_{eq} metric should be used.

Regarding the location at which the noise measurements should be taken, the LAMC states that "except when impractical, the microphone shall be located four to five feet above the ground and ten feet or more from the nearest reflective surface. However, in those cases where another elevation is deemed appropriated, the latter shall be utilized."

LAMC Section 112.02 addresses noise from air conditioning, refrigeration, heating, pumping, and filtering equipment. The section states that such equipment may not generate noise that would exceed the ambient noise level at any adjacent property by more than 5 dB(A).

LAMC Section 112.04 addresses noise associated with powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices.

> *(a) Between the hours of 10:00 P.M. and. 7:00 A.M. of the following day, no person shall operate any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence.*
>
> *(b) Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.*
>
> *(c) Notwithstanding the provisions of Subsection (a) above, no gas powered blower shall be used within 500 feet of a residence at any time. Both the user of such a blower as well as the individual who contracted for the services of the user, if any, shall be subject to the requirements of and penalty provisions for this ordinance. Violation of the provisions of this subsection shall be punishable as an infraction in an amount not to exceed One Hundred Dollars ($100.00), notwithstanding the graduated fines set forth in L.A.M.C. § 11.00(m).*

LAMC Section 114.02 addresses noise from motor driven vehicles (the LAMC only addresses vehicles on private property and does not address vehicles on public highways). The section states that such vehicles may not generate noise that would exceed the ambient noise level at any occupied residential property by more than 5 dB(A).

LAMC Section 114.03 states that "It shall be unlawful for any person, between the hours of 10:00 P.M. and 7:00 A.M. of the following day, to load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment, which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building."

LAMC Section 114.06 states that "It shall be unlawful for any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes. The time period shall be calculated based upon the emission of the first audible sound and shall end five minutes thereafter notwithstanding any variation or stoppage in the emissions of audible sound. Violation of this section shall constitute an infraction."

Existing Noise Conditions

Noise-Sensitive Receptors

The Project Site is uniquely-shaped, with frontage on Mohawk Street, Elsinore Street, and Sunset Boulevard. The area surrounding the Project Site is primarily residential, with commercial uses on Sunset Boulevard. Some of the sensitive receptors near the Project Site include, but are not limited to the following:

1. Multi-family residences, 1118 Mohawk Street (east side), 60 feet east of the Project Site

2. Multi-family residences, 1127-1129 Mohawk Street, five feet north of the Project Site

3. Single-family residence, 2214 Elsinore Street, ten feet east of the Project Site

4. Multi-family residence, 2237 Sunset Boulevard, five feet west of the Project Site

5. Multi-family residences, 1113-1115 Mohawk Street, five feet east of the Project Site

6. Multi-family residences, 2222 Elsinore Street, 20 feet west of the Project Site to the residential structure

Given that the Project Site is largely surrounded by residential development, there are several sensitive receptors near the Project Site. Sensitive receptors closest to the Project Site would experience greater noise levels associated with activities on the Project Site than would sensitive receptors located further away. Thus, for the purposes of this noise impact analysis, the sensitive receptors listed above have been used as representative receptor locations for assessing (in part) the Project's noise impacts.

Existing Ambient Noise Levels

While the Project Site includes 49,444 square feet of buildings, most of the development is neither occupied nor generating any noise. As a result, noise from the Project Site comes from the occupied single-family home and 2,988 square feet of occupied retail space, specifically from the 100 daily vehicle trips that travel to and from these uses.[120]

As COVID-19 substantially reduced human activity in Summer 2020, pre-pandemic ambient noise levels were modeled based on traffic volumes from the traffic study for the Proposed Project.[121] Transportation noise is the main source of noise in urban environments, largely from the operation of internal combustion engines and frictional contact between vehicles and ground and air.[122] Figure XIII-1 illustrates where noise levels were modeled to represent ambient noise conditions in the vicinity of the Project Site. Figure XIII-2 illustrates how traffic noise is propagated from key roadways. As summarized on Table XIII-4, noise levels are elevated at sensitive receptors along Sunset Boulevard.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant With Mitigation Incorporated. The Project would generate noise during the construction and operational phase. Below is an analysis of the Project's noise levels and whether these levels would result in a substantial temporary or permanent increase in ambient noise levels in vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction Noise Threshold

Based on guidelines from the City, construction noise impact could be considered significant if the following occurred:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) 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 (hourly L_{eq}) or more at a noise-sensitive use; or

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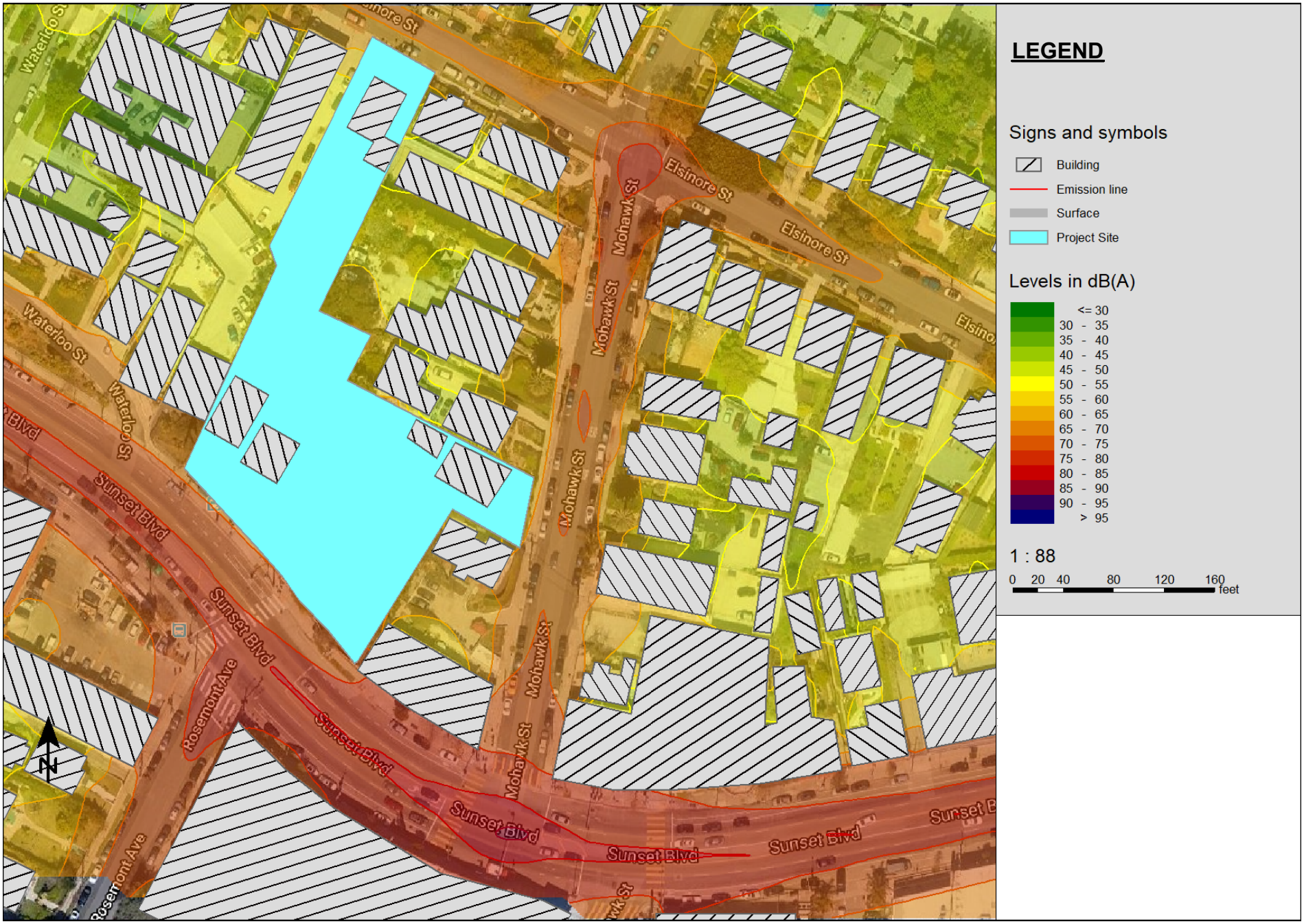
120 *Transportation Assessment Report, Linscott, Law & Greenspan Engineers, September 17, 2020.*
121 *Ibid.*
122 *World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed July 2, 2020.*

Figure XIII-1
Location of Modeled Monitoring Locations

Source: DouglasKim+Associates, LLC, 2020.



Source: DouglasKim+Associates, LLC, 2020.

Figure XIII-2
Existing Modeled Traffic Noise Contours

Table XIII-4
Existing Noise Levels

Sensitive Receptor Locations	Sound Levels (dBA, L_{eq})
1. Residences, 1118 Mohawk Street	59.4
2. Residences, 1127-1129 Mohawk Street	60.8
3. Residence, 2214 Elsinore Street	58.0
4. Residences, 2237 Sunset Boulevard	66.3
5. Residences, 1113-1118 Mohawk Street	59.4
6. Residences, 2222 Elsinore Street	58.0
Source: DKA Planning, 2020	

- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) 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.

Construction Noise Impacts

On-Site Construction Activities

Construction would generate noise during the phased construction process that would span approximately 28 months of demolition, grading, site preparation, building construction, and application of architectural coatings, as shown on Table XIII-5. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Noise levels would generally peak during the grading phase, when diesel-fueled heavy-duty equipment like excavators and dozers are needed to move large amounts of debris or dirt. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated by that equipment. Equipment will often operate away from off-site receptors, as mobile equipment generally does not operate continuously in one place.

During other phases of construction (e.g., site preparation, building construction), noise impacts are generally lesser than during grading because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would generally

be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

Table XIII-5
Approximate Project Construction Schedule

Phase	Approximate Duration	Notes
Demolition	Months 1-2	20,000 square feet of building material demolished and hauled in 16-cubic yard capacity trucks up to 30 miles to an off-site landfill
Grading	Months 3-6	47,000 cubic yards of soil export hauled in 16-cubic yard capacity trucks up to 30 miles
Site Preparation	Months 7-8	
Building Construction	Months 9-24	
Architectural Coatings	Months 25-28	The Architectural Coatings phase would overlap with the last 3 months of the Building Construction phase.
Source: DKA Planning, 2020.		

Because the Project's construction phase would occur for more than 10 days in a three-month period, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels at a noise-sensitive receptor. As shown on Table XIII-6 and on Figure XIII-6, when considering ambient noise levels, the use of multiple pieces of powered equipment simultaneously could increase noise by up to approximately 14.6 dBA L_{eq} at the closest sensitive receptors along Mohawk Street near the Project Site, without mitigation (refer to Figure XIII-3). Other receptors further away from the Project Site could experience increases in ambient noise of 9.3 to 13.8 dBA L_{eq}. These estimated construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, without mitigation, the Project's on-site construction noise impact would be significant. However, with implementation of Mitigation Measure

Table XIII-6
Construction Noise Levels at Off-Site Sensitive Receptors (Without Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant Impact?
1. Residences, 1118 Mohawk Street	69.1	59.4	69.5	10.1	Yes
2. Residences, 1127-1129 Mohawk Street	75.5	60.8	75.6	14.8	Yes
3. Residence, 2214 Elsinore Street	71.6	58.0	71.8	13.8	Yes
4. Residences, 2237 Sunset Boulevard	76.3	66.3	76.7	10.4	Yes
5. Residences, 1113-1115 Mohawk Street	68.2	59.4	68.7	9.3	Yes
6. Residences, 2222 Elsinore Street	68.6	58.0	69.0	11.0	Yes
Source: DKA Planning, 2021.					

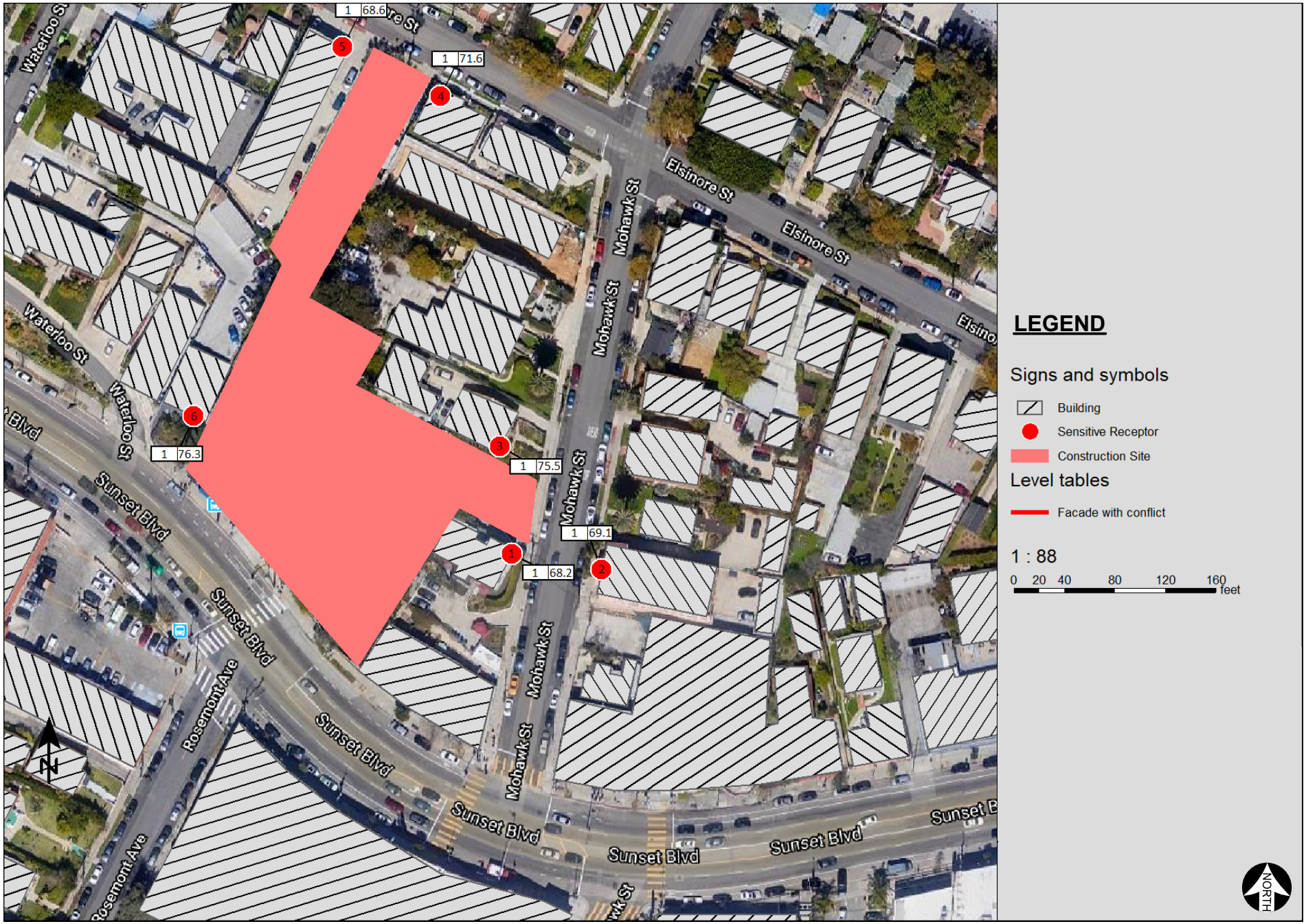


Figure XIII-3
Project Construction Noise Levels (Without Mitigation)

Source: DouglasKim+Associates, LLC, 2021.

Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during grading activities, and from vendor and contractor trips and worker commute trips. As summarized on Table XIII-7, the greatest number of construction-related trips would occur during the grading and building construction phases, when construction activities would generate up to 190 peak hourly PCE trips. This would represent 6.8 percent of traffic volumes on Sunset Boulevard, which carries about 2,339 westbound and eastbound trips at Mohawk Street during the AM peak hour and 2,784 trips during the PM peak hour.[123] Because the Project's construction-related trips would not cause a doubling in traffic volumes on this roadway, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

Table XIII-7
Peak Hourly Construction Vehicle Trips

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total
Demolition	7	0	6[b]	8
Grading	4	0	186[c]	190
Site Preparation	4	0	0	4
Building Construction	9	142[d]	0	151
Architectural Coating	2	0	0	2

[a] *Assumes all worker trips occur in the peak hour of construction activity.*
[b] *The project would generate 91 haul trips over a 44-day period, which equates to an average of less than one haul trip per hour, assuming a seven-hour work day. Because haul trucks have a larger roadway capacity than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent for purposes of assessing traffic noise.*
[c] *The Project would generate 5,875 haul trips over an 86-day period, which equates to an average of 9.8 haul trips per hour, assuming a seven-hour work day and a 19.1 PCE.*
[d] *This phase would generate about 52 vendor truck trips daily, which equates to approximately 8 trips per hour over a seven-hour work day. Assumes a 19.1 PCE*

Source: DKA Planning, 2020

123 *Transportation Assessment Report, Linscott, Law & Greenspan, September 17, 2020.*

Operational Noise Impacts

On-site Operational Noise

During operations, the Project would produce noise from both on- and off-site sources. As discussed below, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project also would not increase surrounding noise levels by more than 3 dBA within the "normally unacceptable" or "clearly unacceptable" categories established by the State's land use compatibility guidance or by more than 5 dBA CNEL at a noise-sensitive receptor, the minimum threshold of significance adopted for this analysis. As a result, the Project's on-site operational noise impacts would be less than significant.

Mechanical Equipment. The Project would house mechanical equipment responsible for operating the residential development that would generate incremental long-term noise impacts. HVAC equipment would be located on the building rooftop. While this equipment could generate a sound pressure level of up to 81.9 dBA at one foot, the elevation of this noise source and the presence of a roof edge create an effective noise barrier that reduces noise levels from rooftop HVAC units by 8 dBA or more.[124] This is helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during evenings and night. Noise levels at the nearest receptors would be about 55 dBA at the nearest receptors, which would negligibly increase ambient noise levels by less than 3.0 dBA L_{eq} and below the threshold of significance for operational impacts (i.e., 3 dBA within the "normally unacceptable" or "clearly unacceptable" categories established by the State's land use compatibility guidance or by more than 5 dBA CNEL).

Auto-Related Activities. The majority of vehicle-related noise impacts at the Project Site would come from vehicles entering and exiting the development during the P.M. peak hour, when approximately 77 vehicles would generate noise driving in and out of the garage on Mohawk Street. These activities would be generally shielded by the development, attenuating noise to the west, north, and south. Garage activities would be contained within the structure. Sensitive receptors with a direct line of sight to the driveway include residences along Mohawk Street near the Project Site. This level of vehicle activity would have no impact on this receptor. As shown in Table XIII-8, the maximum of 77 cars entering the parking garage per hour would increase ambient noise levels no more than 0.2 dBA L_{eq}, below the 3.0 dBA threshold that the most sensitive humans can detect changes in noise levels. Parking garage-related noise impacts for other receptors would also be negligible

124 *City of Moreno Valley, Moreno Valley WalMart Noise Impact Analysis, Table 901; February 10, 2015 and City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014.*

given their more remote locations and/or the lack of a line of sight from the garage. As such, the Project's parking lot activities would have no noticeable effect on the surrounding noise environment.

Table XIII-8
Parking Garage-Related Noise Levels at Off-Site Sensitive Receptors

Receptor	Maximum Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant Impact?
1113-1115 Mohawk Street	45.4	59.4	59.6	0.2	No
1129-1131 Mohawk Street	45.4	60.8	60.9	0.1	No
Source: DKA Planning, 2020, using FTA Noise Impact Assessment Spreadsheet.					

Outdoor Uses. While most residential operations are conducted inside the development or the parking garage, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, landscape maintenance, and solid waste management. These are discussed below.

- Human conversation. Noise associated with everyday human activities would largely be contained internally within the Project. Noise associated with outdoor residential activities could include passive activities such as human conversation and socializing in outdoor spaces. This includes a courtyard with a spa on the third floor facing Sunset Boulevard and 7th floor roof decks facing Sunset Boulevard and Elsinore Street.

  These outdoor spaces represent gathering places for outdoor activities that are both private and group oriented. These would be intermittent activities that would produce negligible impacts from human speech, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels, but only up to approximately 67 dBA at a reference distance of one meter. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB, meaning people talk slightly above ambient noise levels in order to communicate.[125]

  While the noise levels from human conversation in outdoor spaces would be marginal, the attenuation from the built environment would virtually eliminate any exposure to elevated noise levels at the nearest sensitive

125 *Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.*

receptors. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noises attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree. Further, any sound propagation from the courtyard and roof decks facing Sunset Boulevard would be attenuated by ambient noise levels on this major arterial, as well as the lack of sensitive receptors facing these outdoor spaces. Further, the elevation of the 7th floor roof decks would eliminate any line-of-sight from neighboring residences that are generally one- and two-stories in height. As a result, the increase in ambient noise levels at nearby receptors would be marginal for sensitive receptors.

- Landscape maintenance. Noise from gas-powered leaf flowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, gas powered leaf blowers and other equipment with two-stroke engines can generated 100 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[126] Any intermittent landscape equipment would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at off-site locations. Additionally, all use of landscape equipment would comply with LAMC Section 112.04(c), which addresses noise associated with powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices

- Trash collection. On-site trash and recyclable materials would be managed and picked-up inside the garage on the 2nd floor. Trash and recycling trucks would access these facilities from Mohawk Street. Solid waste activities would include use of trash compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[127] Intermittent solid waste management activities would operate during the day and would represent a negligible impact that would not increase CNEL noise levels at off-site locations.

Based on an assessment of these on-site sources, the impact of on-site operational noise sources would be less than significant.

Off-Site Operational Noise

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its net new daily vehicle trips. On a typical weekday, the Project

126 *Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017*

127 *RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.*

would generate 648 net daily vehicle trips on local streets, including up to 69 net A.M. peak-hour trips and 77 P.M. peak-hour trips.[128]

These would represent incremental increases in traffic volumes of about up to 2.8 percent on Sunset Boulevard, which carries about 2,339 westbound and eastbound trips at Mohawk Street during the P.M. peak hour.[129] Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be minimal, far below the City's criteria for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Unlike noise, vibration is not a common environmental problem, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration include trains, construction activities, and certain industrial operations.

Vibration Definitions

Peak particle velocity (PPV) is defined as the maximum instantaneous peak of a vibration signal; it is usually measured in inches per second. PPV can be used to describe vibration impacts to buildings and humans.[130]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that can disrupt concentration or disturb sleep. Ground-borne vibration can also interfere with certain types of highly sensitive equipment and machines, especially imaging devices used in medical laboratories.

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128 *Transportation Assessment Report, Linscott, Law & Greenspan Engineers, September 17, 2020, and ITE Trip Generation Manual, 10th Edition Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use (land use code 221, multi-family housing mid-rise).*

129 *Transportation Assessment Report, Linscott, Law & Greenspan Engineers, September 17, 2020.*

130 *California Department of Transportation. Transportation and Construction Vibration Guidance Manual, September 2013.*

Perceptible Vibration Changes

Unlike noise, ground-borne vibration is not an environmental issue that most people experience every day. Background vibration levels in residential areas are usually well below the threshold of perception for humans, approximately 0.01 inches per second.[131] Perceptible indoor vibrations are most often caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Common outdoor sources of ground-borne vibration include construction equipment, trains, and traffic on rough or unpaved roads. Traffic vibration from smooth and well-maintained roads is typically not perceptible.

Regulatory Framework

For the evaluation of construction-related vibration impacts, state agency recommendations are used given the absence of applicable federal, county, and City standards specific to temporary construction activities.

Federal Transit Administration

In 2018, the FTA published the Transit Noise and Vibration Impact Assessment 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 XIII-9 summarizes FTA's vibration guidelines for building and structural damage. The FTA Manual also cites additional criteria for cases where more detailed analysis may be required. For buildings consisting of concrete wall and floor foundations, masonry or concrete walls, or stone masonry retaining walls, continuous vibrations of 0.3 inches per second PPV can be damaging. For buildings consisting of steel or reinforced concrete, such as factories, retaining walls, bridges, steel towers, open channels, underground chambers and tunnels with and without concrete alignment, continuous vibrations of 0.5 inches per second PPV can be damaging.

Threshold of Significance

There are no adopted City standards or other applicable regulations that govern the Project's vibration impacts. In assessing impacts related to noise and vibration in this section, the City uses the criteria identified on Table XIII-9.

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131 *Ibid.*

Table XIII-9
FTA Potential Vibration Damage Threshold Criteria

Structure and Condition	Threshold Criteria (in/sec PPV)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration "Transit Noise and Vibration Impact Assessment Manual", September 2018.	

Project Vibration Levels

Construction

On-Site Sources

Construction of the Project would require large steel-tracked earthmoving equipment such as excavators. Though these vehicles may be capable of generating maximum vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet, it is important to note that these vehicles would not be capable of operating directly where the Project's property line abuts adjacent structures. These vehicles would retain some setback to preserve maneuverability, in addition to operating at reduced power and intensity to maintain precision at these locations.

As a result, vibration levels of 0.089 inches per second PPV, representative of maximum, peak operations, would not be generated at the property lines of the Project Site. Smaller, more maneuverable and precise equipment and techniques capable of fine grading at property lines would only generate maximum vibration levels of 0.003 inches per second PPV. However, as noted on Table XIII-10, the Project's estimated construction vibration impacts at the nearest off-site structures would not exceed FTA thresholds for potential damage. As a result, construction activities would not compromise the structures to the north, west and east of the Project Site. Therefore, the Project's vibration impacts as generated by on-site construction activities would be less than significant.

Off-Site Sources

Construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. Regarding building damage, based on FTA data, the vibration generated by a typical heavy-duty

truck would be approximately 0.006 PPV at a distance of 50 feet from the truck.[132] According to the FTA "[i]t is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads." Nonetheless, there are existing buildings along the Project's anticipated haul route(s) on Sunset Boulevard that are situated away from the right-of-way and would be exposed to ground-borne vibration levels of approximately 0.006 PPV. This estimated vibration generated by construction trucks traveling along the anticipated haul route(s) (e.g., Alvarado Street) would be well below the most stringent building damage criteria of 0.12 PPV for buildings extremely susceptible to vibration. Therefore, the Project's vibration impacts as generated by off-site construction activities would be less than significant.

Table XIII-10
Estimated Construction Vibration Levels

Building	Distance (feet)[1]	Condition	Significance Criteria (in/sec)[2]	Estimated Maximum Vibration Velocity (in/sec PPV)	Significant Impact?
1113-1115 Mohawk Street Residences	15	III. Non-engineered timber and masonry	0.2	0.148	No
1129-1131 Mohawk Street Residences	15	III. Non-engineered timber and masonry	0.2	0.148	No
2237 Sunset Boulevard Residences	15	III. Non-engineered timber and masonry	0.2	0.148	No
2222 Elsinore Street Residences	50[3]	III. Non-engineered timber and masonry	0.2	0.004	No

1 *Includes a 10-foot setback for equipment maneuverability.*
2 *Structural condition and significance criteria based on FTA guidelines issued in the 2018 FTA Transit Noise and Vibration Impact Assessment manual.*
3 *Distance to structure.*

Source: DKA Planning, 2020

132 *Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006, Figure 7-3.*

Operation

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. Therefore, the Project's operational vibration impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip, 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 Site is not located within an airport land use plan or within two miles of a public airport or public use airport. The closest airport is the Burbank Airport located approximately 13 miles northwest of the site. Therefore, the Project would not expose people residing or working in the Project Site area to excessive noise levels and no impact would occur.

Cumulative Impacts

Construction

On-Site Construction Noise

During the construction of the proposed Project, there could be other construction activity in the area that could contribute to cumulative noise impacts. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within 500 feet from the construction site, based on the City's screening criteria. As such, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located between the two construction sites.

The following three related projects could be built and operated on a schedule similar to the Project:

- 1455 North Alvarado Street; 2,984 square feet of retail and 5,050 square feet of restaurants; 1,990 feet northeast of the Project Site
- 422 North Alvarado Street; 75 apartments; 2,800 feet south of the Project Site

- 1911 Sunset Boulevard; 170 apartments and 13,000 square feet of retail; 1,100 feet east of the Project Site

All of these potential development sites are over 1,000 feet away from the Project Site, too far to substantially impact any common sensitive receptors. Any sensitive receptors in between the Project Site and any of these related projects would not have a clear line of sight to both projects and would not be impacted by cumulative construction or operations noise. As such, there would not be a significant cumulative noise impact at any nearby sensitive receptors located near the Project Site and related projects in the event of concurrent construction activities.

Off-Site Construction Noise

Haul trucks would have a potential to result in cumulative impacts to off-site noise levels if the haul trucks, vendor trucks, or worker trips for the related project adjacent to the Project Site were to utilize the same routes. However, the limited scale of any potential concurrent cumulative construction activities reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. For example, cumulative truck and vehicle travel would have to double traffic on Sunset Boulevard, which carries over 2,000 vehicles in the peak traffic hours. As noted on Table XIII-7, the Project would add about 24 peak-hour construction PCE trips to Sunset Boulevard. The three related projects identified in the area are more than 1,000 feet away and would use a more dispersed network of streets for haul trucks, vendor trips, or worker trips. Thus, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to exceed the ambient noise levels along the haul route by 3 dBA within the "normally unacceptable" or "clearly unacceptable" categories established by the State's land use compatibility guidance or by more than 5 dBA CNEL at a noise-sensitive receptor. Therefore, cumulative noise impacts from off-site construction would be less than significant.

Operational

The Project Site and surrounding neighborhood have been developed with residential, institutional, and retail uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. Similar to the Project, any related projects in the vicinity of the Project Site would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. Given the zoning in the Echo Park area, any related projects would not be typically associated with excessive noise generation that could result in increases of 3 dBA within the "normally unacceptable" or "clearly unacceptable" categories established by the State's land use compatibility guidance or by more than 5 dBA CNEL in ambient noise levels at sensitive receptors when combined with operational noise from the Project. However, each project

would produce traffic volumes that are capable of generating roadway noise impacts. The potential cumulative noise impacts associated with on-site and off-site noise sources are addressed below.

On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Proposed Project. The three related projects in the area are more than 1,000 feet away and would not contribute to cumulative noise impacts from on-site stationary sources. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

Off-Site Mobile Noise Sources

The Project and three related projects identified in the traffic study would produce traffic volumes (off-site mobile sources) that would generate roadway noise. On a typical weekday, the three related projects would generate 139 A.M. peak-hour trips and 147 P.M. peak-hour trips.[133] These increases represent a fraction of trips on local roadways, including Sunset Boulevard, which carries about 2,339 westbound and eastbound trips at Mohawk Street during the A.M. peak hour and 2,784 trips during the P.M. peak hour.[134] In any event, these trips would be dispersed on various area streets. Because it takes a doubling of traffic volumes to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic impact when combined with that of the two potential related projects would not substantially increase ambient noise levels on local roads. Therefore, cumulative noise impacts due to off-site traffic noise would be less than significant.

Mitigation Measures

As discussed above, without mitigation, the Project could result in a significant construction-related noise impact. PRC Section 21151.2 requires that a TPP incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. Prior applicable EIRs include SCAG's 2016-2040 RTP/SCS and the 2020-2045 RTP/SCS Program EIRs. The City has chosen to incorporate applicable portions of Mitigation Measure PMM NOISE-1 from the 2020-2045 RTP/SCS Program EIR, which is more recent than the 2016-2040 RTP/SCS Program EIR. As shown on Table XIII-11 and Figure XIII-4, with implementation of this mitigation measure, the Project's construction-related noise impact would be less than significant.

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133 *Transportation Assessment Report, Linscott, Law & Greenspan Engineers, September 17, 2020.*
134 *Ibid*

PMM NOI-1: The Project shall incorporate the following applicable measures from the 2020-2045 RTP/SCS Mitigation Measure PMM Noise-1 to reduce the impact of construction-related noise on nearby sensitive receptors:

a) Install temporary noise barriers during construction. Temporary noise barriers shall be installed along the perimeter of the Project Site The barrier shall consist of K-rail with one-inch plywood fencing on top, at least 8 feet in height and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with LAMC noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code.

b) Schedule construction activities consistent with the allowable hours pursuant to the City of Los Angeles general plan noise element or noise ordinance

c) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

d) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

e) Designate an on-site construction complaint and enforcement manager for the project.

f) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. Construction equipment shall comply with noise limits in LAMC Section 112.05.

g) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust

should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. Construction equipment shall comply with noise limits in LAMC Section 112.05.

h) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

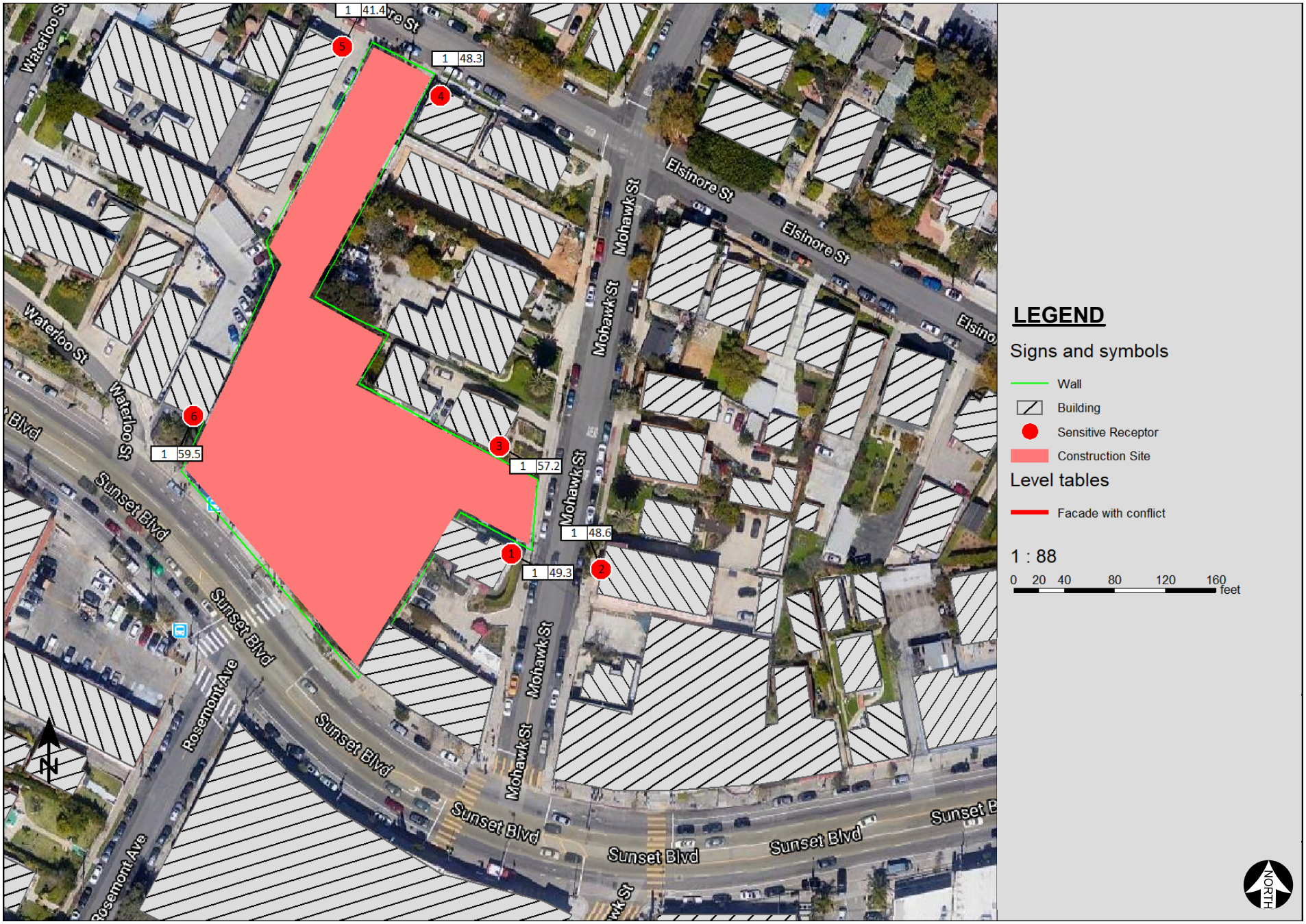
i) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

j) Use portable barriers in the vicinity of sensitive receptors during construction, if needed in addition to the temporary noise barriers.

k) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are feasible and would noticeably reduce noise impacts and are needed in addition to the use of temporary noise barriers.

Table XIII-11
Construction Noise Levels at Off-Site Sensitive Receptors (With Mitigation)

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Significant Impact?
1. Residences, 1118 Mohawk Street	48.6	59.4	59.7	0.3	No
2. Residences, 1127-1129 Mohawk Street	57.2	60.8	62.4	1.6	No
3. Residence, 2214 Elsinore Street	48.3	58.0	48.3	0.4	No
4. Residences, 2237 Sunset Boulevard	59.5	66.3	67.1	0.8	No
5. Residences, 1113-1115 Mohawk Street	49.3	59.4	59.8	0.4	No
6. Residences, 2222 Elsinore Street	41.4	58.0	58.1	0.1	No
Source: DKA Planning, 2021.					



Source: DouglasKim+Associates, LLC, 2021.

Figure XIII-4
Project Construction Noise Levels (With Mitigation)

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project Site is located within SCAG's jurisdiction. SCAG's mandated responsibilities include development plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. The 2020-2045 RTP/SCS includes the following proposed growth forecast for population, households, and employment for the City:[135]

- Population: 3,933,800 persons in 2016 and 4,771,300 in 2045;
- Households: 1,367,000 households in 2016 and 1,793,000 in 2045; and
- Employment: 1,848,300 jobs in 2016 and 2,135,900 in 2045.

Table XIV-1 lists SCAG's forecasts for population, housing employment, and persons-per-household rate for the City, as well as the number and percent change.[136]

135 *SCAG, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, Demographics and Growth Forecast, Table 14, https://www.connectsocal.org/Documents/Adopted/0903fConnectSoCal-02-Plan.pdf*

136 *Employment information is provided for informational purposes only.*

Table XIV-1
Population, Housing, Employment,
and Persons-Per-Household Forecasts for the City

Year	Population	Households	Employment[1]	Person/Households
2020[2]	4,049,317	1,425,759	1,817,700	2.84
2024[3]	4,164,834	1,484,517	1,927,638	2.81
2045	4,771,300	1,793,000	2,135,900	2.66
Change 2020 to 2024[3]				
Number Changed	+115,517	+58,758	+109,938	-0.03
Percent Changed	+2.85%	+4.12%	+6.04%	-1.05%
Change 2024 to 2045				
Number Changed	+606,466	+308,483	+208,262	-0.15
Percent Changed	+14.56%	+20,78%	+10.80%	-5.33%

1 Employment information is provided for informational purposes only.
2 Population, housing and employment rate data for 2020 (baseline year) and 2024 (anticipated buildout year of the Project) was calculated based on a linear interpolation of growth projections in SCAG's 2020-2045 RTP/SCS.
3 Represents a comparison of baseline year to Project buildout year.

Project Impacts

Construction

The construction activities associated with the Project would create temporary construction-related jobs. Nevertheless the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be anticipated to relocate their residence to the Project area and would not induce substantial population growth and/or require permanent housing. Therefore, the Project's population growth impacts associated with construction activities would be less than significant.

Operation

Indirect Growth

The Project includes infill development of a site that is located in an urbanized area. The Project would be served by existing infrastructure and would not require or include the development of any new utility or roadway infrastructure beyond what is required to

accommodate the Project only. Thus, the Project would not indirectly induce substantial population growth, and no impacts related to indirect population growth would occur as a result of the Project.

Direct Growth

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. Of the 176 proposed units, 18 would be designated as Extremely Low Income Households. Based on the City's current household demographics (e.g., an average of 2.42 persons per household), the Project would add a residential population of approximately 426 people to the Project Site. As shown on Table XIV-2, the Project's residential population and number of housing units would represent less than one percent of the forecasted growth between 2020 and 2024 and 2024 and 2045. Thus, the Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City. Therefore, Project impacts related to population and housing growth would be less than significant.

Table XIV-2
Project Estimated Comparison for the City of Los Angeles

Project	Comparison Amount[1]	% of Comparison
As compared to Growth Forecast from 2020 to 2024		
426 residents	+115,517	0.36%
176 units	+58,758	0.29%
As compared to Growth Forecast from 2024 to 2045		
426 residents	+606,466	0.07%
176 units	+308,483	0.05%

[1] *Refer to Table XIV-1.*

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. No people are living at the Project Site, and none of the residences on the site are habitable. As such, the Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, and no impacts related to this issue would occur.

Cumulative Impacts

The three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) could result in an

increase in residential population and housing in the City. Related Project #1 includes development of retail and restaurant uses, and part of Related Project #3 includes development of retail uses. Retail and restaurant uses typically create employment that can be filled from the existing workforce in the City and does not cause people to move to the City. Related Project #2 and part of Related Project #3 include development of a total of 245 residential units. Based on the City's rate of 2.42 residents per household, the related project would generate approximately 593 residents. Combined with the Project, the potential cumulative housing increase would be 421, and the potential cumulative residential population increase would be 1,019. As shown on Table XIV-3, cumulative residential population and number of housing units would represent less than one percent of the forecasted growth between 2020 and 2022, and less than one percent of the forecasted growth between 2020 and 2035 and 2020 and 2040. Thus, cumulative population and housing growth would fall within the forecasted growth for the City. Thus, cumulative development would not represent substantial or significant unplanned growth as compared to projected growth for the City. Therefore, cumulative impacts related to population and housing growth would be less than significant.

Table XIV-3
Cumulative Estimated Comparison for the City of Los Angeles

Project	Comparison Amount[1]	% of Comparison
As compared to Growth Forecast from 2020 to 2024		
1,019 residents	+115,517	0.88%
421 units	+58,758	0.71%
As compared to Growth Forecast from 2024 to 2045		
1,019 residents	+606,466	0.16%
421 units	+308,483	0.13%

[1] *Refer to Table XIV-1.*

XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

a) Fire protection?

Less Than Significant Impact. The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. Based on the City's current household demographics (e.g., an average of 2.42 persons per household), the Project would add approximately 426 residents to the Project Site and would increase the demand for fire protection services at the Project Site. It should be noted that it is possible that all or some of the 426 residents could already live in the City with an existing demand for fire protection services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for fire protection services. This analysis conservatively assumes that all 426 residents would be new residents to the City.

Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project: (1) is within the maximum response distance for the land uses proposed; (2) complies with emergency access requirements; (3) complies with fire-flow requirements; and (4) complies with fire hydrant placement. Pursuant to LAMC Section 57.09.07, the maximum response distance between a high-density residential/commercial neighborhood land use and a LAFD station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures shall be constructed with automatic fire sprinkler systems.

The Project Site is served by several fire stations, as shown on Table XV-1. As shown, the Project Site is located approximately 0.1 miles from Fire Station 20. However, pursuant to the Fire Code, the proposed building would be required to include a fire sprinkler system.

All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department and LAFD standards and requirements for design and construction. Thus, the Project would not result in any significant impacts related to emergency access. Based on Section 57.507.3 of the LAMC, the approximate fire-flow requirement for the Project is 4,000 gallons per minute from four hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch. An Information of Fire Flow Availability Request (IFFAR) was submitted to LADWP for the Project to assess fire hydrant flow near the Project Site. The IFFAR concluded that the Project Site has adequate fire flow. Nonetheless, final fire-flow demands, fire hydrant placement, and other fire protection equipment would be determined for the Project during LAFD's plan check process. Through compliance with these requirements, the Project would not cause the need for new or altered fire protection facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts related to fire protection services would be less than significant.

Table XV-1
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site (miles)
20	2144 Sunset Boulevard	0.1
6	326 N. Virgil Avenue	1.5
11	1819 7th Street	2.0
3	108 N. Fremont Avenue	2.3

Source: http://www.lafd.org/fire-stations/find-your-station

Cumulative Impacts

Implementation of the three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) in concert with the Project could result in a net increase in the number of residents and employees in the Project Site area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for

additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed Project and related projects would contribute. Thus, cumulative development would not cause the need for new or altered fire protection facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact to fire protection services would be less than significant.

b) Police protection?

Less Than Significant Impact. The Project Site is located within the boundaries of LAPD's Northeast Community area, which has approximately 280 sworn officers and 14 civilian staff, and service a residential population of approximately 210,541 people.[137] The officer-to-resident ratio for the Northeast Community Police Station area is 751.9 residents to 1 officer.

Construction

Although there is the potential for Project construction to create an increase in demand for police protection services, the Project would provide security on the Project Site as needed and appropriate during the construction process. This security would include perimeter fencing, lighting, and security guards, thereby reducing the demand for LAPD services. The specific type and combination of construction site security features would depend on the phase of construction. The Applicant would install temporary construction fencing to secure the Project Site during the construction phase to ensure that valuable materials (e.g., building supplies and metals such as copper wiring), as well as construction equipment are not easily stolen or abused.

During construction, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Lights and other identifying noises compel traffic to pull to the side where available to provide access through traffic. Although minor traffic delays due to potential lane closures could occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times are considered to be less than significant for the following reasons:

137 *Los Angeles Police Department, Aaron C. Ponce, Captain, correspondence, July 16, 2020. Refer to Appendix I.*

(1) Emergency access would be maintained to the Project Sites during construction through marked emergency access points approved by the LAPD;

(2) Construction impacts are temporary in nature and do not cause lasting effects; and

(3) Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Sites, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Construction of the Project would not affect the LAPD's ability to respond to emergencies to the extent that there is no a need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. For these reasons, Project construction impacts on police services would be less than significant.

Operation

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. Of the 176 proposed units, 18 would be designated as Extremely Low Income Households. Based on the City's current household demographics (e.g., an average of 2.42 persons per household), the Project would add approximately 426 residents to the Project Site and would increase the demand for police protection services at the Project Site. It should be noted that it is possible that all or some of the 426 residents could already live within the boundaries of the Northeast Community area with an existing demand for police protection services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for police protection services. This analysis conservatively assumes that all 426 residents would be new residents to the Northeast Community Police Station area.

According to the LAPD, the Project would have a minor impact on police services within the Northeast Division's Community area.[138] Additionally, in accordance with the City's Standard Condition of Approval, the Project developer would be required to refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the LAPD. The Project would include standard security measures such as adequate security lighting, controlled residential access, and secure parking facilities. These measures for the Project shall be approved by the LAPD prior to the issuance of

138 *Ibid.*

building permits. Through compliance with the requirements of the LAPD, the Project would not cause the need for new or altered police protection facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts related to police protection services would be less than significant.

Cumulative Impacts

Implementation of the three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) in concert with the Project could result in a net increase in the number of residents and employees in the Project Site area and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the review and oversight of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed Project and related projects would contribute. According to the LAPD, the Project, combined with other past, present, or future projects, would not result in the need for new or altered police facilities.[139] Thus, cumulative development would not cause the need for new or altered police protection facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impact to police protection services would be less than significant.

c) Schools?

Less Than Significant Impact. Los Angeles Unified School District's (LAUSD) schools that serve the Project Site and area are shown on Table XV-2. As shown, the middle school serving the Project Site is operating over its student capacity. As shown on Table XV-3, the Project would generate a total of approximately 77 students, including 40 elementary students, 11 middle school students, 23 high school students, and 3 special day class students. It should be noted that it is possible that all or some of the estimated Project students could already live in the City with an existing demand for school services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for school services. This analysis conservatively assumes that all estimated Project students would be new students to the City. The elementary and high schools serving the Project Site are currently operating under capacity, the middle school serving the Project Site is operating over capacity However, pursuant to California Government Code Section 65995, payment of the school fees established by

139 *Ibid.*

the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the Project. Thus, the Project would not cause the need for new or altered school facilities, the construction of which could result in significant environmental impacts. Therefore, Project impacts to school services would be less than significant.

Table XV-2
LAUSD School's Serving the Project Site Area
Student Capacity and Enrollment

School Type (Grade)	School Name	Capacity (students)	Actual Enrollment (students)	(-)Under/(+)Over Capacity (students)
Elementary School	Mayberry Street	353	283	-133
Middle School	Thomas Starr King	2,140	2,455	+315
High School	John Marshall	2,677	2,403	-274

Source: LAUSD, 2020. Refer to Appendix I.

Table XV-3
Estimated Project Student Generation

Land Use	Size	Student Type	Student Generation Rate[1]	Total Students Generated
Residential	176 du	Elementary (K-6)	0.2269/du	40
		Middle (7-8)	0.0611/du	11
		High (9-12)	0.1296/du	23
		Special Day Class	0.0194/du	3
			Total	**77**

du = dwelling unit

[1] *2020 Developer Fee Justification Study, LAUSD, March 2020.*

Cumulative Impacts

Implementation of the three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) in concert with the Project could result in a net increase in the number of students in the Project Site area and could further increase the demand for school services. However, similar to the Applicant, the applicants of all the related projects would be required to pay the state mandated applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Thus, cumulative development would not cause

the need for new or altered school facilities, the construction of which could result in significant environmental impacts. Therefore, the cumulative impacts to school services would be less than significant.

d) Parks?

Less Than Significant Impact. The Los Angeles Department of Recreation and Parks (LADRP) operates and maintains park and recreational services and facilities in the Project area. Parks and recreational facilities that serve the Project Site are listed below.[140]

Neighborhood Parks (Within 2-mile Radius)

- East Hollywood Community Garden
- Everett Park
- Cahuenga Elementary Community School Park
- Francis Avenue Community Garden
- Hope and Peace Park
- Larissa Parkway
- Laurel and Hardy Park
- Patton Street Pocket Park
- Rockwood Community Park
- Unidad Park
- Valencia Triangle

Community Parks (Within 5-mile Radius)

- Alpine Recreation Center
- Bellevue Recreation Center
- Boyle Heights Sports Center
- Carlin G. Smith Recreation Center
- Central Recreation Center
- Chevy Chase Park
- Cypress Recreation Center
- Denker Recreation Center
- Downey Recreation Center
- Echo Park
- El Sereno Recreation Center and Senior Citizen Center
- Eleanor Green Roberts Aquatic Center
- Elysian Valley Recreation Center
- Evergreen Recreation Center
- Expo Center

140 *City of Los Angeles Department of Recreation and Parks, Cathie M. Santo Domingo, Acting Assistant General Manager, May 14, 2020. Refer to Appendix I.*

- Gilbert W. Lindsay Community Center
- Glassell Park
- Hermon Park
- Highland Park Recreation Center
- Hollenbeck Park
- Hollywood Recreation Center
- Hoover Recreation Center
- Lafayette Park
- Lake Street Community Center
- Las Palmas Senior Citizen Center
- Lemon Grove Recreation Center
- Lincoln Heights Recreation Center
- Lincoln Park
- Loren Miller Recreation Center
- Lu Costello Jr. Recreation Center
- Macarthur (Gen. Douglas) Park
- Martin Luther King. Jr. Park
- Montecito Heights Recreation Center
- MSGR Ramon D. Garcia Recreation Center
- Normandie Recreation Center
- Pan Pacific Park
- Pecan Recreation Center
- Pershing Square
- Poinsettia Recreation Center
- Queen Anne Recreation Center
- Ramona Hall Community Center
- Rose Hill Recreation Center
- Ross Snyder Recreation Center
- Seoul International Park
- Shatto Recreation Center
- Silverlake Recreation Center and Dog Park
- Silver Lake Recreation Center
- South Seas House Park
- State Street Recreation Center
- Sycamore Grove Park
- Toberman Recreation Center
- Tommy Lasorda Field of Dreams
- Trinity Recreation Center
- Wabash Recreation Center
- Yosemite Recreation Center
- Yucca Community Center

Regional Parks (Within 10-mile Radius)

- Ascot Hills Park
- Campo de Cahuenga
- Charles F. Lummis Home
- Coldwater Canyon Park
- Eagle Rock Hillside Park
- Elysian Park
- Ernest E. Debs Regional Park
- Exposition Park Rose Garden
- Griffith Park
- Heritage Square
- Holmby Park
- Laurel Canyon Mulholland Park
- Runyon Canyon Park
- Wattles Garden Park

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. Based on the City's current household demographics (e.g., an average of 2.42 persons per household), the Project would add approximately 426 residents to the Project Site and could increase the demand for parks and recreational amenities. It should be noted that it is possible that all or some of the 426 residents could already live in the City with an existing demand for parks and recreational services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for parks and recreational services. This analysis conservatively assumes that all 426 residents would be new residents to the City. As shown on Table XV-4, based on LAMC open space standards, the Project would be required to include a minimum of 19,425 square feet of open space. As shown on Table XV-5, the Project would provide 19,425 square feet of open space, including co-working space, community rooms, courtyards, a gym, a roof deck, and private open space.

Table XV-4
Project Open Space Requirements

Unit Type	Number of Units	LAMC Open Space Requirement	Required Open Space
Studio	63	100 sf/unit	6,300 sf
1 Bedroom	75	100 sf/unit	7,500 sf
2 Bedroom	13	125 sf/unit	1,625 sf
4 Bedroom	2	175 sf/unit	350 sf
5 Bedroom	18	175 sf/unit	3,150 sf
Live/Work	5	100 sf/unit	500 sf
		Total Required	**19,425 sf**

LAMC = Los Angeles Municipal Code *sf = square feet*

Source: Ottinger Architects, 2020.

Table XV-5
Project Open Space

Type	Size
Co-Working	1,304 sf
Community Room #1	1,119 sf
Community Room #2	789 sf
Courtyard	5,288 sf
Gym	1,345 sf
Roof Deck	2,180 sf
Private Open Space	7,400 sf
Total	**19,425 sf**

sf = square feet

Source: Ottinger Architects, 2020.

The parkland-to-population ratio goal for the City provided in the City's General Plan Framework Element is 10 acres of parkland per 1,000 residents generated. Thus, implementation of the Project would require approximately 4.26 acres of parkland.[141] However, in accordance with Ordinance 184,505, the Applicant shall be required to dedicate land or to pay a fee for the purpose of developing park and recreational facilities to mitigate the Project's demand for parks and recreational facilities. Through compliance with City requirements, the Project would not cause the need for new or altered parks and recreational services, the construction of which could result in significant environmental

[141] *[(426 residents) ÷ (1,000)] = 0.426 thousand residents. [(10 acres of parkland) x (0.426 thousand residents)] = 4.26 required acres.*

impacts. Therefore, Project impacts related to parks and recreational services would be less than significant.

Cumulative Impacts

Implementation of the two residential related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) could result in a net increase in the number of residents in the Project Site area and could further increase the demand for parks and recreational services. However, the applicants of residential related projects would be subject to the City's Park and Recreation Ordinance and must comply with minimum open space requirements, ensuring that any potential impacts to parks and recreational facilities would be less than significant. Thus, cumulative development would not cause the need for new or altered parks and recreational facilities, the construction of which could result in a significant impact. Therefore, the cumulative impact to parks and recreational services would be less than significant.

e) Other public facilities?

Libraries

Less Than Significant Impact. Libraries in the Project Site area include the following:

- Edendale Branch Library
- Echo Park Branch Library
- Silver Lake Branch Library
- Cahuenga Branch Library
- Filipe De Neve Branch Library
- Pico Union Branch Library

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of subterranean parking. Based on the City's current household demographics (e.g., an average of 2.42 persons per household), the Project would add approximately 426 residents to the Project Site and could increase the demand for library services. It should be noted that it is possible that all or some of the 426 residents could already live in the City with an existing demand for library services and would relocate to the Project Site, thereby resulting in a proportional net increase or no net increase in the demand for library services. This analysis conservatively assumes that all 426 residents would be new residents to the City. Although the Project could increase the demand for library services in the Project Site area, because the area is well served by several existing libraries, the Project would not cause the need for new or altered library facilities, the construction of which could result in significant environmental

impacts. Therefore, Project impacts related to library services would be less than significant.

Cumulative Impacts

Implementation of the two residential related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) in concert with the Project could result in a net increase in the number of residents in the Project Site area and could further increase the demand for library services. However, the Project Site area is well served by several existing libraries, and cumulative development would not cause the need for new or altered library facilities, the construction of which could result in significant environmental impacts. Therefore, cumulative impacts related to library services would be less than significant.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

Less Than Significant Impact. Refer to the response to Checklist Question XI(a)(iv) (Public Services – Parks).

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

No Impact. The Project includes development of a variety of indoor and outdoor private and public open space areas that would serve Project residents. The impact of developing the Project's open space is inclusive of the overall impacts of the Project. The Project does not include the construction of recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, no Project impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

Refer to the response to Checklist Question XI(a)(iv) (Public Services – Parks).

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

The analysis in this section is primarily based on the following (refer to Appendix J):

- *Transportation Assessment Report, Linscott, Law & Greenspan, Engineers, July 13, 2020.*
- *LADOT Approval Letter, August 27, 2020.*

Senate Bill 743 (SB 743), effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from driver delay or level of service (LOS) to VMT, in order to reduce GHG emissions, create multimodal networks, and promote mixed-use developments.

To adapt to SB 743, the City Planning Commission, on February 28, 2019, recommended the approval of revised guidelines to include new transportation analysis screening procedures and thresholds, subsequently approved by the City Council on July 30, 2019. The TAG defines the methodology of analyzing a project's transportation impacts in accordance with SB 743.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies

- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

These thresholds are discussed below.

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. As discussed below, Project impacts related to consistency with adopted plans and policies would be less than significant

Consistency with Adopted Plans and Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be consistent with the City's transportation goals and policies. Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient

streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

Screening Criteria

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- *Would the project generate a net increase of 250 or more daily vehicle trips?*
    - **Yes**, the Project would generate a net increase of 250 or more daily vehicle trips (not considering any Transportation Demand Measures [TDM]

measures). The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City VMT Calculator worksheets for the Project are contained in Appendix C to the Transportation Assessment Report included in Appendix J. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate 648 net new daily vehicle trips.

- *Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?*
    - **No** street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) would make a final determination if any roadway dedications and/or widenings are required.
- *Is the project on a lot that is 0.5 acres or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?*
    - **Yes**, the Project Site is approximately 1.14 acres. The Project Site's frontage along Sunset Boulevard, which is designated as an Avenue I, is approximately 200 linear feet. The Project Site's frontage does not encompass an entire block along an Avenue or Boulevard.

As the answer is "yes" to two out of the three screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

Impact Criteria and Methodology

Threshold T-1 of LADOT's Transportation Assessment Guidelines (TAG) asks the following:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether or not it would implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention

of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with the City's Department of City Planning (LADCP) and LADOT.

The methodology for determining a project's transportation impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The project applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances ,and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the project applicant shall review relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

Review of Project Consistency

This section provides a summary of the consistency review comparing the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies. Table XVII-1 summarizes the City's guiding questions contained in the TAG (TAG Table 2.1-1), the responses applicable to the Project, the relevant and supporting City plans, policies and programs, as well as the determination of whether or not the Project is consistent with the corresponding City plans, programs, ordinances or policies. As shown on Table XVII–1, the Project has been found to be consistent with the relevant City plans, policies and programs, and would not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, Project impacts related to Threshold T-1 would be less than significant. Further, the Applicant would comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of LAMC Section 12.26.J) and other requirements pursuant to the LAMC.

Table XVII-1
Project Consistency With Plans, Programs, Ordinances, or Policies

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, and Programs	Supporting / Complementary City Plans, Policies, and Programs to Consult	Project Consistency*
			Existing Plan Applicability			
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	YES	The Project Site, which has frontage directly on Sunset Boulevard, is zoned within a Commercial Zone ([Q]C2- 1VL) that is less restrictive than R3, and a Multiple Dwelling Zone (R3-1VL) per the City of Los Angeles Municipal Code. Sunset Boulevard is designated as an Avenue I under the Mobility Plan 2035 Street Standards Plan. However, no dedication is required for the Project pursuant to LAMC Section 12.37 with respect to Sunset Boulevard.	LAMC Section 12.37		YES
2	Is project site along any network identified in the City's Mobility Plan?	YES	Sunset Boulevard is identified within the Transit Enhanced Network and the Bicycle Enhanced Network and is identified as a Pedestrian Enhanced District.	MP 2.3 through 2.7		YES
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	NO	No street dedications or improvements are required by the Project on the streets adjacent to the Project Site.	MP – Street Classifications, MP – Street Designations and Standard Roadway Dimensions	MP – 2.17 Street Widening's	YES
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	The Project will improve transit furniture as required.	The Project will improve transit furniture as required in accordance with the City's Coordinated Street Furniture and Bus Bench Program			YES
5	Is project site in an identified Transit Oriented Community (TOC)?	YES	Transit Oriented Communities (TOC) are applicable to housing developments that include on-site restricted affordable units. The Project Site is in TOC Affordable Housing Incentive Area Tier 3 and will set aside 10% of its units as Extremely Low Income Households.	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		YES
6	Is project site on a roadway identified in City's High Injury Network?	YES	The Project Site has frontage directly on Sunset Boulevard, which is identified in the City's High Injury Network	Vision Zero	Mobility Plan 2035	YES
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle	NO		MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5	MP - 2.3 Pedestrian Infrastructure; MP - 2.4	YES

Table XVII-1
Project Consistency With Plans, Programs, Ordinances, or Policies

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, and Programs	Supporting / Complementary City Plans, Policies, and Programs to Consult	Project Consistency*
	charging, loading zone, curb extension, etc.)			Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets	
8	Does project propose narrowing or shifting existing sidewalk placement?	NO		MP 2.3 Pedestrian Infrastructure; MP 3.1 – Access for All; MP -PED; MP - ENG 19; MP 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability pLAn	YES
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	NO		MP – 5.5 Green Streets; Sustainability pLAn		YES
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	NO		MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	YES
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	NO		MP - 3.9 Increased Network Access; MP - ENG.9 MP - PL.1; MP - PL.13; MP - PS.3		YES
12	Does project create a cul-de-sac or is project site locate adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 203 (maintain through bicycle and pedestrian access)?	NO		MP - 3.10 Cul-de-sacs		YES
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	NO	The Project does not propose any new driveways or loading access along an arterial. Vehicular access to the Project Site is proposed via one new driveway	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	YES

Table XVII-1
Project Consistency With Plans, Programs, Ordinances, or Policies

No.	Guiding Questions	Response to Guiding Questions	Description	Relevant Plan, Policies, and Programs	Supporting / Complementary City Plans, Policies, and Programs to Consult	Project Consistency*
			located along the west side of Mohawk Street (a Local Street).			
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	N/A		MP – PL 1: MPP 321	Vision Zero	N/A
15	Does project site include a corner lot? (avoid driveways too close to intersections)	NO		CDG 4.1.01		YES
16	Does project propose driveway width in excess of City standard?	NO	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving multi-family residential uses (more than 25 spaces) are no more than 30 feet in width. The Project driveway will be approximately 20 feet in width.	MPP Sec. 321	Vision Zero, Sustainability pLAn, MP – PED, MP – BEN CDG 4.1.04	YES
17	Does project propose more driveways than required by City maximum standard?	NO	Per LADOT's Manual of Policies and Procedures, Section 321, a maximum of one driveway is allowed along an arterial frontage between 0 and 200 feet. The Project proposes one driveway along Mohawk Street, a Local Street, and the Project's frontage along Mohawk Street is less than 200 feet, and so is compliant with LADOT's MPP, Section 321.	MPP – Sec No. 321 Driveway Design	Vision Zero, MP, Healthy LA	YES
18	Are loading zones proposed as part of the project?	YES	The proposed driveway along Mohawk Street will be utilized to facilitate service and delivery operations and will lead into the Project's loading areas.	MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		YES
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	NO		MP – 2.10 Loading Areas		YES
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	NO		MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		YES

Source: Linscott, Law & Greenspan Engineers, September 17, 2020.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3?

Less Than Significant Impact. As discussed below, Project impacts related to VMT would be less than significant.

VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (OPR Technical Advisory) that amends the Appendix G (of the CEQA Guidelines) question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

> *Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.*

The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018, and these guidelines are now in effect. Accordingly, the City has adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G (of the CEQA Guidelines) question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines Section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The City has developed the screening and impact criteria (discussed below) to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE Trip Generation Manual. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

Impact Criteria and Methodology

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15 percent below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

The City's TAG establishes different VMT significance thresholds for each of the seven APC areas as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven APC boundary areas are presented below. As the Project Site is located in the East Los Angeles APC, the VMT impact criteria (i.e., 15 percent below the APC average) applicable to the Project is 7.2 daily Household VMT per Capita.

APC	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: TAG, LADOT, July 2020.

Summary of Project VMT Analysis

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in Appendix C of the Transportation Assessment Report in Appendix J. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- 648 net new daily vehicle trips
- The estimated daily household VMT per capita for the Project's residential land use component is 5.8 daily household VMT per capita, which is less than the East Los Angeles APC significance threshold of 7.2 VMT per capita.

Because the Project would generate a daily household VMT per Capita that is less than the East Los Angeles APC significance threshold, the Project would not have a significant VMT impact.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. As discussed below, Project impacts related to geometric design features or incompatible uses would be less than significant

Geometric Design Threshold (T-3)

As stated in the City's TAG document (refer to Section 2.4.1 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety,

operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

Screening Criteria

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- *Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?*
    - **Yes**, the Project proposes a new driveway located along the west side of Mohawk Street. The proposed driveway will provide access to the parking levels of the on-site parking garage.
- *Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?*

  As stated in the City's TAG document (refer to Section 2.4.2 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

- **No** street dedications or improvements or other modifications to the public right-of-way are required of or proposed by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

Impact Criteria and Methodology

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- *Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*
    - **No**, the Project would not substantially increase hazards due to a geometric design feature.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 of the TAG) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii,

driveway queuing, and line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

Qualitative Review of Site Access Points

LADOT's Manual of Policies and Procedures (MPP) Section 321 recommends two-way driveways serving multi-family residential uses serving more than 25 parking spaces should be no more than 30 feet in width. The Project's driveway along Mohawk Street would be approximately 20 feet in width. Since the Project driveway complies with MPP Section 321 and based on a review of the forecast net new weekday A.M. and P.M. peak-hour project traffic volumes (refer to the non-CEQA analysis in the Transportation Assessment Report in Appendix J), no safety concerns related to geometric design are noted. Thus, it can be determined that the Project would not substantially increase hazards due to a geometric design feature or incompatible use. Therefore, Project impacts related to this issue would be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. All ingress/egress associated with the Project would be designed and constructed in conformance to all applicable City Building and Safety Department, Bureau of Engineering, and LAFD standards and requirements for design and construction. The drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using sirens to clear a path of travel or driving in the lanes of opposing traffic. As such, existing emergency access to the Project Site and surrounding uses would be maintained during operation of the Project.

Also, prior to issuance of a building permit, the Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access. Therefore, the Project would not result in any significant impacts related to emergency access.

Cumulative Impacts

Threshold T-1

Based on the above Project consistency conclusion and review of the guiding language contained in the City's TAG, it can be concluded that this is sufficient documentation to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impacts would be less than significant. In addition, since the Project does not include any features that would

preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

Threshold T-2.1

As stated in the City's TAG document (refer to Section 2.2.4 of the TAG), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with SCAG's RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG emissions reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG remissions reduction goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG emissions reduction goals of SCAG's RTP/SCS.

Based on the Project-related VMT analysis and conclusions discussed previously that conclude the Project falls below the City's efficiency-based impact thresholds and thus, is shown to align with the long-term VMT and GHG emissions reduction goals of SCAG's RTP/SCS, no cumulative VMT impacts would occur. Therefore, cumulative VMT impacts would be less than significant.

Threshold T-3

Noe of the related projects provide access along the same block as the Project. Therefore, the Project in combination with the related projects would not result in significant cumulative impacts under Threshold T-3.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

Less Than Significant Impact. A Sacred Lands File Search (SLFS) request was sent to the Native American Heritage Commission (NAHC) to determine if the Project Site is within the boundaries of any known sacred lands and/or whether any tribal cultural are known to exist on the Project Site. In response, the NAHC indicated that the results of the SLFS check conducted through the NAHC was negative, meaning that the Project Site is not within the boundaries of any known sacred lands and does not contain any known

tribal cultural resources.[142] Additionally, as discussed in detail in response to Checklist Question V (a) (Cultural Resources – Historical Resources) and based on the Historical Resources Assessment Report prepared for the Project (refer to Appendix D), none of the structures on the Project Site is a significant historical resource under CEQA and thus, the Project would not result in any significant impacts related to historical resources.

Additionally, as discussed in response to Checklist Question V (b) (Cultural Resources – Archaeological Resources, based on a records search conducted by the SCCIC), one archaeological resource is known to exist within a 0.25-mile radius of the Project Site. No archaeological sites and/or resources have been recorded at the Project Site (refer to Appendix D). However, it is possible that unknown archaeological resources could exist at the Project Site. In the event that unknown archaeological resources were encountered at the site, the Applicant would be required to comply with the City's Standard Condition of Approval related to Inadvertent Discovery of Archaeological Resources, which would ensure that Project impacts related to archaeological resources would be less than significant.

Further, as discussed in response to Checklist Question V (c) (Cultural Resources – Human Remains), the Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. Through compliance with existing regulatory standards, Project impacts to human remains would be less than significant.

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142 *Native American Heritage Commission, Steve Quinn, Cultural Resources Analyst, correspondence, May 12, 2020. Refer to Appendix K.*

For these reasons, Project impacts related to tribal cultural resources would be less than significant.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact. Refer to response to Checklist Question XVIII (a), above.

Cumulative Impacts

Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The City would require the applicants of each of the related projects to assess, determine, and mitigate any potential impacts related to tribal cultural resources that could occur as a result of development, as necessary. As discussed previously, through compliance with existing laws and the City's conditions of approval, Project impacts associated with historic, archaeological, and paleontological resources would be less than significant. However, the occurrence of these impacts would be limited to the Project Sites and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the proposed Project would not contribute to any potential cumulative impacts related to cultural resources. Therefore, cumulative impacts related to cultural resources would be less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in relocation or the construction of new or expanded water, wastewater treatment, or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. As discussed below, Project impacts related to these issues would be less than significant

Water Facilities

Local water conveyance infrastructure in the vicinity of the Project Site is maintained and operated by LADWP and includes a 6-inch water main in Elsinore Street, 8-inch water main in Mohawk Street, an 8-inch line in Rosemont Avenue, and a 24-inch water main in Sunset Boulevard. It is anticipated that the Project would be required to connect to the 8-inch line in Rosemont Avenue.

As shown on Table XIX-1, the Project's operational phase would consume approximately 27,794 gallons of water per day (or 0.02 mgd). It should be noted that this amount does not take into account the net reduction in water consumption associated with removal of existing uses from the Project Site or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table XIX-1.

The Utility Infrastructure Technical Report: Water, Wastewater, and Energy (included in Appendix L) includes an assessment of the ability of the existing water conveyance infrastructure and existing water supply to accommodate the Project. When assessing the Project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. Although domestic water demand is the Project's main contributor to water consumption, fire-flow demands have a much greater instantaneous impact on infrastructure and thus, are the primary means for assessing infrastructure capacity. Nevertheless, conservative analysis for both fire suppression and domestic water flows were completed by LADWP for the Project. Refer to Exhibit 1 Exhibit 2 and Exhibit 2 for the results of the IFFAR and the Service Advisory Report (SAR), respectively, in the Utility Infrastructure Technical Report: Water, Wastewater, and Energy (included in Appendix L), which together demonstrate that adequate water infrastructure capacity exists to serve the Project. Additionally, based on the SAR prepared for the Project, LADWP has determined that the Project's water needs could be accommodated by existing water supplies.

For these reasons, the Project would not require or result in relocation or the construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Therefore, Project impacts related to water facilities would be less than significant.

Table XIX-1
Estimated Project Water Consumption[1]

Proposed Use	Amount	Water Consumption Rate[2]	Total (gpd)
Residential			
Studio	63 du	90 gpd/du	5,670
1-bedroom	75 du	132 gpd/du	9,900
2-bedroom	13 du	180 gpd/du	2,340
4-bedroom	2 du	276 gpd/du	552
5-bedroom	18 du	324 gpd/du	5,832
Live/Work	5 du	180 gpd/du	900
Spa/Jacuzzi	1 unit	600 gpd/unit	600
		Total	**25,794**

gpd = gallons per day *du = dwelling unit*

[1] *The average daily flow is based on 120% of City of Los Angeles sewage generation rates.*

Cumulative Impacts

Implementation of the three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) in concert with the Project could result in an increased cumulative on water conveyance infrastructure. Table XIX-2 shows that the cumulative development in the Project Site area could result in the need to treat approximately 76,442 gallons of water per day (or 0.07 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption shown on Table XIX-2.

As with the Project, the applicants of the related projects would be subject to review by LADWP to ensure that existing infrastructure would be adequate to meet the water demand requirements for each project. All development in the City is subject to LADWP and City requirements regarding potential infrastructure improvements need to meet respective water infrastructure needs. Additionally, all development in the City is required to comply with Fire Code requirement for fire flow and other fire protection requirements and are subject to ongoing evaluations by LADWP, the City's Department of Public Works, and the Los Angeles Fire Department to ensure water conveyance infrastructure is adequate. Compliance with existing regulations would ensure that cumulative impacts related to water infrastructure would be less than significant.

Table XIX-2
Estimated Cumulative Water Consumption[1]

Land Uses	Size	Water Consumption Rate[2]	Total (gpd)
Residential	245 du	180 gpd/du	44,100
Retail	15,984 sf	30 gpd/1,000 sf	480
Restaurant	168 seats[3]	36 gpd/seat	6,048
		Subtotal	***50,628***
		Plus Project	*25,794*
		Total	**76,422**

gpd = gallons per day du = dwelling unit sf = square feet

1 *The average daily flow is based on 120% of City of Los Angeles sewage rates.*
2 *Conservatively assumes all units in related projects are 2-bedroom units.*
3 *Assumes 36 square feet per seat.*

Wastewater Treatment

Less Than Significant Impact. The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to accommodate both dry and wet weather days with a maximum daily flow of 450 million gallons per day (mgd) to and peak wet weather flows of 800 mgd.[143] Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 260 mgd.[144] Thus, there is approximately 190 mgd available capacity (based on dry weather flows). The Project would generate a net increase of approximately 21,495 gallons of wastewater per day (or 0.02 mgd) (refer to Table XIX-3), representing approximately 0.007 percent of the remaining wastewater treatment capacity. It should be noted that this amount does not take into account the net reduction in wastewater generation associated with existing uses that would be removed from the Project Site or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table XIX-3. With a remaining daily

143 *City of Los Angeles, Bureau of Sanitation, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp;jsessionid=jUrnVQbn9vgPkYhDPsPok0_6N2Et3-regkKyGDPGQOeIRw1AidG1!-2128337332!-2072722080?_afrLoop=12329266215937952&_afrWindowMode=0&_afrWindowId=null&_adf.ctrl-state=16yw9t94vo_1#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D12329266215937952%26_afrWindowMode%3D0%26_adf.ctrl-state%3D16yw9t94vo_5, accessed November 20, 2020.*

144 *City of Los Angeles, Bureau of Sanitation, Sewer System Management Plan, January 25, 2019. https://www.lacitysan.org/cs/groups/public/documents/document/y250/mdm1/~edisp/cnt035427.pdf, accessed November 20, 2020.*

capacity of 260 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant.

Table XIX-3
Estimated Project Wastewater Generation[1]

Proposed Use	Amount	Wastewater Generation Rate[2]	Total (gpd)
Residential			
Studio	63 du	75 gpd/du	4,725
1-bedroom	75 du	110 gpd/du	8,250
2-bedroom	13 du	150 gpd/du	1,950
4-bedroom	2 du	230 gpd/du	460
5-bedroom	18 du	270 gpd/du	4,860
Live/Work	5 du	150 gpd/du	750
Spa/Jacuzzi	1 unit	500 gpd/unit	500
		Total	**21,495**

gpd = gallons per day *du = dwelling unit*

[1] *The average daily flow is based on 100% of City of Los Angeles sewage generation rates.*

Cumulative Impacts

Implementation of the related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) in concert with the Project could result in an increase the need for wastewater treatment. Table XIX-4 shows that the cumulative development in the Project Site area could result in the need to treat approximately 63,685gallons of wastewater per day (or 0.06 mgd per day), representing approximately 0.02 percent of the remaining wastewater treatment capacity. It should be noted that this amount does not take into account the net decrease in wastewater generation that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown on Table XIX-4. With a remaining treatment capacity of approximately 260 mgd, the HTP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater impacts would be less than significant.

Table XIX-4
Estimated Cumulative Wastewater Generation[1]

Land Uses	Size	Wastewater Generation Rate[2]	Total (gpd)
Residential	245 du	150 gpd/du	36,750
Retail	15,984 sf	25 gpd/1,000 sf	400
Restaurant	168 seats[3]	30/seat	5,040
		Subtotal	***42,190***
		Plus Project	21,495
		Total	**63,685**

gpd = gallons per day du = dwelling unit sf = square feet

[1] *The average daily flow is based on 100% of City of Los Angeles sewage rates.*
[2] *Conservatively assumes all units for related projects are 2-bedroom units.*
[3] *Assumes 36 square feet per seat.*

Storm Water Drainage

Less Than Significant Impact. As discussed in response to Checklist Question X(c)(iii) (Hydrology and Water Quality – Storm Drain Capacity), Project impacts related to storm drainage facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic X (Hydrology and Water Quality).

Electrical Power

Less Than Significant Impact. As discussed in response to Checklist Questions VII(a) and (b) (Energy), Project impact related to electric power facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic VII (Energy).

Natural Gas

Less Than Significant Impact. As discussed in response to Checklist Questions VII(a) and (b) (Energy), Project impact related to natural gas facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic VII (Energy).

Telecommunications

Less Than Significant Impact. In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum (formerly Time Warner Cable). The Project Site could be served by existing telecommunications facilities that are available in the Project Site area. The Project would require Project- and site-specific infrastructure to connect to the existing utilities, but the Project would not require new or expanded facilities. Therefore, Project impacts related to telecommunications facilities would be less than significant.

Cumulative Impacts

All of the related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J) are located in a 0.5-mile radius of the Project Site and within an urbanized area of the City. All of the related projects represent infill development and are served by existing utilities, including telecommunications infrastructure. As with the Project, the related projects would likely require project- or site-specific infrastructure to connect to the existing infrastructure, but the related projects would not require new or expanded facilities. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

b) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. LADWP provides water service to the Project Site. LADWP's water supply sources include the Los Angeles Aqueduct (LAA), local groundwater, the SWP (supplied by the Metropolitan Water District [MWD]), the Colorado River Aqueduct (also supplied by MWD), and recycled water.

The California Urban Water Management Planning Act of 1984 requires every municipal water supplier who serves more than 3,000 customers or provides more than 3,000 acre-feet per year (AFY) of water to prepare an Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years. In the UWMP, the water supplier must describe the water supply projects and programs that may be undertaken to meet the total water use of the service area. The UWMP that is applicable to the Project is LADWP's 2015 UWMP.

The UWMP provides historical and forecasted water demands for the City. Total water demand varies annually and is contingent on various factors including: population growth, weather, water conservation, drought, and economically activity. Table XIX-5 shows a breakdown of average water use.

Table XIX-6 provides LADWP's projected water demand from 2020 to 2040 for average year, single dry year, and multi dry year hydrological conditions. Demographic projections were provided for the LADWP service area by the Metropolitan Water District (MWD), who received the data from SCAG. SCAG applied its 2012-2035 RTP/SCS demographic data to water service areas for MWD's member agencies. These data were used for water demand projections in LADWP's 2015 UWMP. Service area population is expected to continue to grow over the next 25 years at a rate of 0.5 percent annually.[145]

As shown, based on its 2015 UWMP, MWD has supply capabilities that would be sufficient to meet expected demands from 2020 through 2040 under single dry-year and multiple dry-year hydrologic conditions. MWD has comprehensive plans for stages of actions it would undertake to address up to a 50-percent reduction in its water supplies and a catastrophic interruption in water supplies through its Water Surplus and Drought Management and Water Supply Allocation Plans. MWD has also developed an Emergency Storage Requirement to mitigate against potential interruption in water supplies resulting from catastrophic occurrences within the Southern California region and is working with the State to implement a comprehensive improvement plan to address catastrophic occurrences that could occur outside of the Southern California region. MWD is also working with the State on the Delta Risk Management Strategy to reduce the impacts of a seismic event in the Delta that would cause levee failure and disruption of State Water Project (SWP) deliveries. In addition, MWD has plans for supply implementation and continued development of a diversified resource mix, including programs in the Colorado River Aqueduct, SWP, Central Valley transfers, local resource projects, and in-region storage that enables the region to meet its water supply needs. As set forth in its 2015 UWMP, MWD will also continue investments in water use efficiency measures to help the region achieve the 20 percent per person potable water use reduction by 2020.

During the Project's construction phase, water would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gallons per day (gpd). However, this water use would be temporary and would not create the need for new or altered sources of water supply. Therefore, Project impacts related to water use during the construction phase would be less than significant.

145 *2015 Urban Water Management Plan, LADWP, p. ES-7.*

Table XIX-5
Historical Water Demand for LADWP's Service Area

Fiscal Year Ending Average	Single Family		Multi-Family		Commercial		Industrial		Government		Non-Revenue		Total
	AF	%	AF	%	AF	%	AF	%	AF	%	AF	%	AF
2011-2014	209,651	37%	165,364	29%	98,994	17%	17,663	3%	42,543	8%	32,774	6%	566,900
2006-2010	236,154	38%	180,277	29%	106,964	17%	23,196	4%	42,956	7%	30,617	5%	620,165
2001-2005	239,754	37%	190,646	29%	109,685	17%	21,931	3%	41,888	6%	52,724	8%	656,628
1996-2000	222,748	36%	191,819	31%	111,051	18%	23,560	4%	39,421	6%	33.696	5%	622,295
1991-1995	197,322	34%	177,104	30%	110,724	19%	21,313	4%	38,426	7%	39,364	7%	584,253
24-Year Average	221,126	36%	181,042	30%	107,484	18%	21,533	4%	41,047	7%	39,100	6%	611,331

AF = Acre Feet

Source: 2015 Urban Water Management Plan, LADWP.

Table XIX-6
LADWP Water Demand Projections Based on Hydrological Conditions
(thousand AFY)

Hydrological Conditions[1]	Years				
	2020	2025	2030	2035	2040
Average Year	611.8	644.7	652.9	661.8	675.7
Single Dry Year	642.4	676.9	685.5	694.9	709.5
Multi-Dry Year	642.4	676.9	685.5	694.9	709.5

AFY = acre-feet per year

[1] *LADPW defines three hydrological conditions: 1) average year (50-year average hydrology from fiscal year 1961-1962 through fiscal year 2010-2011; 2) single dry year, such as a repeat of the fiscal year 2014-2015 drought; and 3) and multi-dry year, such as a repeat of fiscal year 2012-2013 through fiscal year 2014-2015.*

Source: LADWP, 2015 UWMP, Exhibits 11F, 11G, and 11H.

During the Project's operational phase, the Project would consume approximately 25,794 gallons of water per day (or 0.02 mgd), as shown on Table XIX-1. It should be noted that this amount does not take into account reduction of water consumption associated with existing uses at the Project Site that would be removed or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption shown on Table XIX-1. The 2015 UWMP forecasts adequate water supplies to meet demand to 2040 (refer to Tables XIX-5 and XIX-6). According to LADWP, any shortfall in LADWP controlled supplies (i.e., groundwater, recycled, conservation, LAA) will be offset with MWD purchases to rise to the level of demand.

Additionally, in general, any project that conforms to SCAG's RTP/SCS demographic projections and is within the City's service area is considered to have been included in LADWP's water supply planning efforts in the UWMP. As discussed in response to Checklist Question XIV(a) (Population and Housing – Unplanned Growth), the amount of housing and associated residential population associated with the Project is consistent with SCAG's housing and population forecasts for the City and as such, the Project would not induce substantial population growth. Thus, the Project's water demand has been accounted for in the 2015 UWMP.

Further, the Project would be required to comply with the City's Green Building Code, which requires newly constructed buildings to reduce indoor water use by at least 20 percent by: (1) using water saving fixtures or flow restrictions, and/or (2) demonstrating a 20-percent reduction in baseline water use. Thus, adequate water supplies would be available to serve the Project from existing entitlements and resources, and no new or expanded entitlements would be required. Therefore, Project impacts related to water supply would be less than significant.

Cumulative Impacts

Table XIX-2 shows that the cumulative development in the Project Site area could result in the need to treat approximately 76,422 gallons of water per day (or 0.07 mgd per day). It should be noted that this amount does not take into account the net decrease in water consumption that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption shown on Table XIX-2.

LADWP (through its UWMP) anticipates that its projected water supplies will meet demand through the year 2040. In terms of the City's overall water supply condition, any related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's RTP/SCS and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For these reasons, cumulative impacts related to water would be less than significant.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Refer to response to Checklist Question XIX(a) (Utilities and Service Systems – Wastewater Treatment).

Cumulative Impacts

Refer to the cumulative impacts discussion included in response to Checklist Question XIX(a) (Utilities and Service Systems – Wastewater Treatment).

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The landfills that serve the City and the capacity of these landfills are shown on Table XIX-7. As shown, the landfills have an approximate available daily intake of 21,798 tons.

As shown on Table XIX-8 it is estimated the Project would generate a net increase of approximately 1.07 tons of solid waste per day. This total is a conservative and does not account the reduction in solid waste associated with removal of the existing uses from the Project Site or the effectiveness of recycling efforts, which the Project would be required by the City to implement. With a remaining daily intake capacity of approximately 21,798 tons of solid waste per day, the landfills serving the City could accommodate the Project's approximately net increase of 1.07 tons of solid waste per day.

Table XIX-7
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	19	65.3	12,100	7,012	5,088
Chiquita Canyon	29	59.8	12,000	2,307	9,693
Antelope Valley	22	12.0	3,600	1,677	1,923
Lancaster	23	10.2	3,000	376	2,624
Calabasas	11	4.9	3,500	1,030	2,470
				Total	**21,798**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2018 Annual Report, December 2019.

The Project's solid waste would be handled by private waste collection services. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an Assembly Bill 939 (AB 939) Compliance Permit from the Los Angeles Bureau of Sanitation (LASAN). The Project would be required to comply with LAMC Section 12.21 A.19, which requires new development to provide an adequate recycling area or room for collecting and loading recyclable materials. Additionally, the Project would be required to comply with CALGreen Code waste reduction measures for

the operation of the Project. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. For these reasons, the Project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals. Therefore, Project impacts related to solid waste would be less than significant.

Table XIX-8
Estimated Project Solid Waste Generation

Land Uses	Size	Solid Waste Generation Rate[1]	Total (tpd)
Residential	176 du	12.23 lbs/day/du	1.07

tpd = tons per day du = dwelling unit lbs = pounds

[1] *http://www.calrecycle.ca.gov/wastechar/wastegenrates/*

Cumulative Impacts

As shown on Table XIX-9, implementation of the Project in conjunction with the related projects in the Project Site area would result in an estimated solid waste generation of approximately 2.61 tons per day. It should be noted that this amount does not take into account the net decrease in solid waste generation that would occur as a result of removal of existing uses or the effectiveness of recycling measures required in accordance with existing City's recycling regulations, both of which would likely substantially reduce the cumulative solid waste generation shown on Table XIX-9.

With a remaining daily capacity of approximately 21,798 tons of solid waste per day, the landfills serving the Project and related project would have adequate capacity to accommodate cumulative solid waste generation. Additionally, all development in the City is require to comply with City and state recycling regulations. Therefore, cumulative impacts related to solid waste generation would be less than significant.

Table XIX-9
Estimated Cumulative Solid Waste Generation[1]

Land Uses	Size	Solid Waste Generation Rate	Total (tpd)
Residential	245 du	12.23 lbs/day	1.5
Retail	15,984 sf	5 lbs/day/1,000 sf	0.03
Restaurant	5,050 sf	5 lbs/day/1,000 sf	0.01
		Subtotal	***1.54***
		Plus Project	*1.07*
		Total	**2.61**

tpd = tons per day du = dwelling unit lbs = pounds

[1] *http://www.calrecycle.ca.gov/wastechar/wastegenrates/*

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Refer to response to Checklist Question XIX(d) (Solid Waste Facilities and Regulations).

Cumulative Impacts

Refer to the cumulative impact analysis under response to Checklist Question XIX(d) (Solid Waste Facilities and Regulations).

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City's General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities. Based on Exhibit H, Sunset Boulevard and Alvarado Street near the Project Site are identified as Selected Disaster Routes, which function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. The Project includes infill development of a site that is mostly currently developed and is located in an urbanized area of the City. Two parcels associated with the Project Site are not currently developed but have been developed in the past. The vegetation on these parcels is

maintained regularly in accordance with the City's Brush Clearance Requirements. The Project does not include the development of any new roadways that would alter or interfere with existing emergency evacuation routes. Thus, the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, Project impacts related to this issue would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of a wildfire?

Less Than Significant Impact. The Project Site is located in an area designated by the City as a Very High Fire Hazard Severity Zone (VHFHSZ);[146] areas within this zone must comply with the Brush Clearance Requirements of the City's Fire Code. The Project Site comprises six parcels, four of which are largely developed with residential uses. The fifth and sixth parcels are undeveloped and vegetated with grasses and trees. The Project Site is located in an urbanized area of the City that is developed with a mix of residential and commercial uses, roadways, and utility infrastructure. The Project Site area does not contain large parcels of undeveloped land that would allow for the spread of wildfire. Additionally, all development with the VHFHSZ is required to comply with the City's Brush Clearance Requirements to minimize the potential for the spread of fire. The Project also would comply with these requirements. In addition, a fire protection sprinkler system would be installed in the Project building to prevent the spread of building fire. Thus, the Project would not expose Project occupants to pollutant concentrations from a wildfire. Therefore, Project impacts related to this issue would be less than significant.

c) Requires the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. The Project Site is located in an area designated by the City as a VHFHSZ;[147] areas within this zone must comply with the Brush Clearance Requirements of the City's Fire Code. The Project Site comprises six parcels, four of which are largely developed with residential uses. The fifth and sixth parcels are undeveloped and vegetated with grasses and trees. The Project Site is located in an urbanized area of the City that is developed with a mix of residential and commercial uses, roadways, and utility infrastructure. The Project Site area does not contain large parcels of undeveloped land that would allow for the spread of wildfire. Additionally, all development with the VHFHSZ is required to comply with the City's Brush Clearance Requirements to minimize the potential for the spread of fire. The Project also would comply with these requirements. In addition, a fire protection sprinkler system would be

146 *ZIMAS, Parcel Report, http://zimas.lacity.org/map.aspx, accessed on July 1, 2020.*
147 *Ibid.*

installed in the Project building to prevent the spread of building fire. The Project would not require the installation or maintenance of roadways, fuel breaks, emergency water sources, power lines, or other utilities that could exacerbate fire risk. Therefore, Project impacts related to this issue would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The Project Site comprises six parcels, four of which are largely developed with residential uses. The fifth and sixth parcels are undeveloped and vegetated with grasses and trees. The Project Site is located in an urbanized area of the City that is developed with a mix of residential and commercial uses, roadways, and utility infrastructure. The Project Site area does not contain large parcels of undeveloped land that would allow for the spread of wildfire. Given the developed nature of the Project Site area and lack of natural landscape and exposed soil, if a fire were to occur, downslope flooding or landslides would not likely occur, since the existing development would provide ground stability. Thus, the Project would not expose people or structures to significant flooding or drainage risks. Therefore, Project impacts related to this issue would be less than significant.

Cumulative Impacts

Of the three related projects listed on Table 3-2 on page 31 of the Transportation Assessment Report prepared for the Project (refer to Appendix J), Related Project #1 is also located in a VHFHSZ. The site of this related project is currently developed with a surface parking lot and is surrounded by existing urban development. Related Project #1 would be required to comply with the City's Brush Clearance Requirements to minimize the potential to spread wildfire. Given the developed nature of the area, as with the Project, Related Project #1 is not likely to contribute to the spread of wildfire. Therefore, cumulative impacts related to wildfire would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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

Less Than Significant With Mitigation Incorporated. With implementation of Mitigation Measure PM NOISE-1, the Project's construction-related noise impacts would be less than significant. This, coupled with the reasons stated in this Sustainable Communities Environmental Assessment, the Project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a

rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

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

Less Than Significant Impact. For the reasons stated in this Sustainable Communities Environmental Assessment, the Project would not result in any significant impacts would not have the potential to contribute to significant cumulative impacts.

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

Less Than Significant Impact. For the reasons stated in this Sustainable Communities Environmental Assessment, the Project would not cause substantial adverse effects on human beings, either directly or indirectly.

6 PROJECT MITIGATION MEASURES

As discussed in Section 5 (Sustainable Communities Environmental Impact Analysis), without mitigation, the Project would result in a significant impact related to construction noise. Public Resources Code (PRC) Section 21151.2 requires that a transit priority project (TPP) incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs. Prior applicable EIRs include the Southern California Association of Government's (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) and the 2020-2045 RTP/SCS Program EIRs. The City has chosen to incorporate applicable portions of Mitigation Measure PMM NOISE-1 (listed below) from the 2020-2045 RTP/SCS Program EIR, which is more recent than the 2016-2040 RTP/SCS Program EIR.

PMM NOI-1: The Project shall incorporate the following applicable measures from the 2020-2045 RTP/SCS Mitigation Measure PMM Noise-1 to reduce the impact of construction-related noise on nearby sensitive receptors:

a) Install temporary noise barriers during construction. Temporary noise barriers shall be installed along the perimeter of the Project Site The barrier shall consist of K-rail with one-inch plywood fencing on top, at least 8 feet in height and not have any gaps or holes between the panels or at the bottom. The supporting structure shall be engineered and erected in order to comply with LAMC noise requirements, including those set forth in Chapter XI, Article 2 of the Los Angeles Municipal Code.

b) Schedule construction activities consistent with the allowable hours pursuant to the City of Los Angeles general plan noise element or noise ordinance

c) Post procedures and phone numbers at the construction site for notifying the Lead Agency staff, local Police Department, and construction contractor (during regular construction hours and off hours), along with permitted construction days and hours, complaint procedures, and who to notify in the event of a problem.

d) Notify neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of anticipated times when noise levels are expected to exceed limits established in the noise element of the general plan or noise ordinance.

e) Designate an on-site construction complaint and enforcement manager for the project.

f) Ensure that construction equipment are properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds silencers, wraps). All intake and exhaust ports on power equipment shall be muffled or shielded. Construction equipment shall comply with noise limits in LAMC Section 112.05.

g) Use hydraulically or electrically powered tools (e.g., jack hammers, pavement breakers, and rock drills) for project construction to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust should be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves should be used, if such jackets are commercially available, and this could achieve a further reduction of 5 dBA. Quieter procedures should be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures. Construction equipment shall comply with noise limits in LAMC Section 112.05.

h) Use equipment and trucks with the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds, wherever feasible) for project construction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

i) Stationary noise sources can and should be located as far from adjacent sensitive receptors as possible and they should be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the Lead Agency (or other appropriate government agency) to provide equivalent noise reduction. Construction equipment shall comply with noise limits in LAMC Section 112.05.

j) Use portable barriers in the vicinity of sensitive receptors during construction, if needed in addition to the temporary noise barriers.

k) Implement noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings (for instance by the use of sound blankets), and implement if such measures are

feasible and would noticeably reduce noise impacts and are needed in addition to the use of temporary noise barriers.

7 PREPARERS OF THE SCEA

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CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
ZONING INFORMATION FILE

ZI NO. 2452

TRANSIT PRIORITY AREAS (TPAs) / EXEMPTIONS TO AESTHETICS AND PARKING WITHIN TPAs PURSUANT TO CEQA

CITYWIDE

Note: This Zoning Information File is for information only and does not require any compliance check from LADBS or DCP.

COMMENTS:

On September 2013, the Governor signed into law Senate Bill (SB) 743, which instituted changes to the California Environmental Quality Act (CEQA) when evaluating environmental impacts to projects located in areas served by transit. While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and

2. The project is located on an infill site within a transit priority area.

Section 21099 (a) of the PRC defines the following terms:

(1) "Employment center project" (TPAs) means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the PRC defines a "major transit stop" as 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. For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles (city) that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS).

While the Governor's Office of Planning and Research (OPR) is still in the process of drafting guidance to substantially revise transportation impact methodology for infill projects, the

elimination of aesthetics and parking for infill projects went into effect January 2014. No further action is needed for the elimination of aesthetics and parking for infill projects, defined herein to take effect as part of the City's impact evaluations pursuant to CEQA.

INSTRUCTIONS:

Visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs (shown in the attached map) pursuant to CEQA. However, this law did not limit the ability of the City to regulate, or study aesthetic related impacts pursuant to other land use regulations found in the Los Angeles Municipal Code (LAMC), or the City's General Plan, including specific plans. For example, DCP staff would still need to address a project's shade and shadow impacts if it is expressly required in a specific plan, Community Design Overlays (CDOs), or Historic Preservation Overlay Zones (HPOZs). Also note that the limitation of aesthetic impacts pursuant to Section 21099 of the PRC does not include impacts to historic or cultural resources. Impacts to historic or cultural resources will need to be evaluated pursuant to CEQA regardless of project location.

Find attached a citywide map of TPAs in the City of Los Angeles. Department of City Planning (DCP) staff should use this citywide map in determining if a project is clearly within a TPA, and if aesthetics and parking are not to be included in a project's impact evaluation in a negative declaration (ND), mitigated negative declaration (MND) or environmental impact report (EIR) prepared in accordance with CEQA. Eventually, TPAs will be identified in ZIMAS, however this map is to be referenced on an interim basis. Planners should also consult ZIMAS or Navigate LA if it cannot be determined from the map if a project site is within ½ mile of a major transit stop.

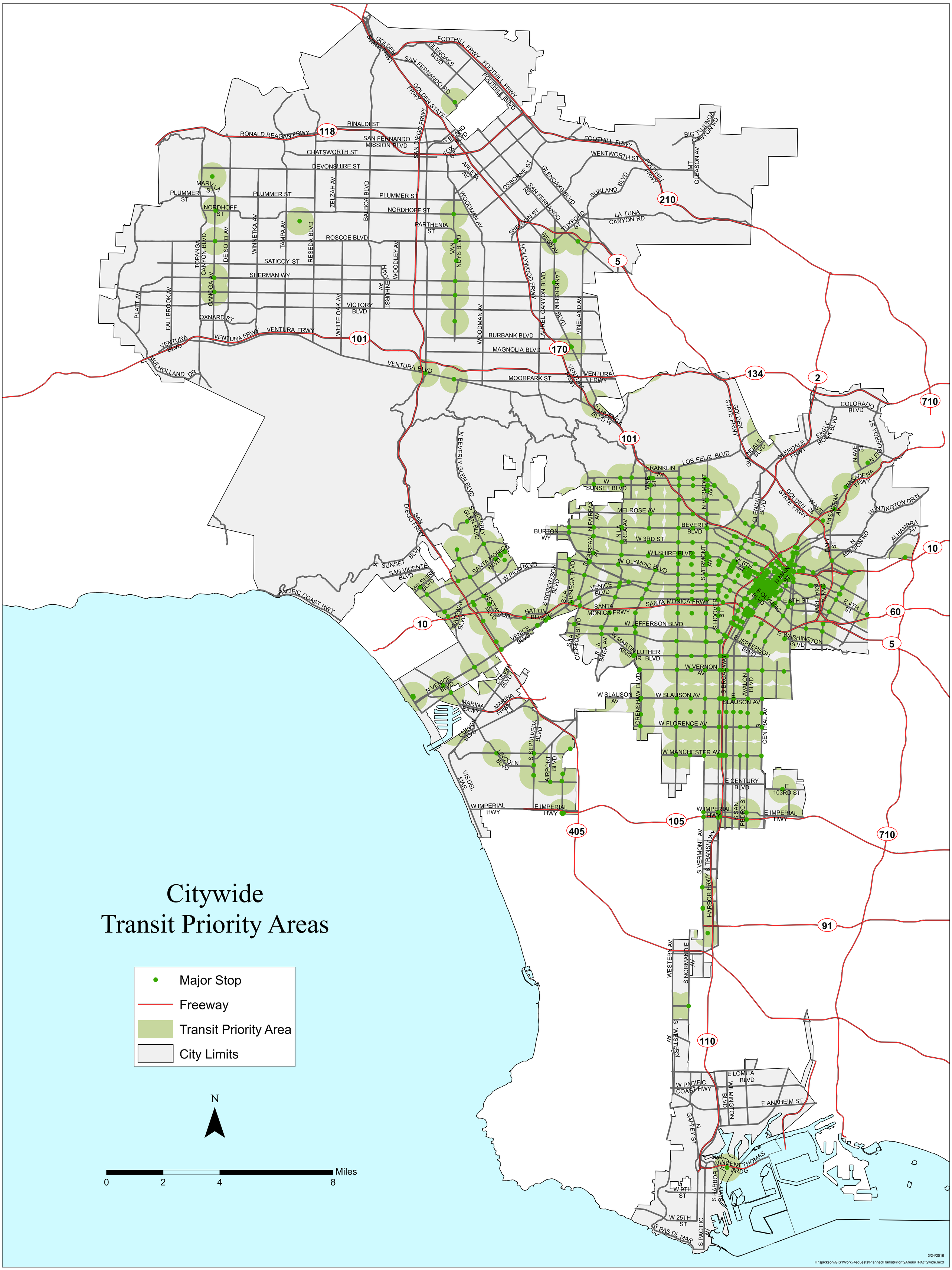
A project shall be considered to be within a TPA if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the major transit stop and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the major transit stop. Projects intersecting non-overlapping TPA boundaries would also need to demonstrate they are within one-half mile of a major transit stop based on boarding location information. The burden shall be on the project applicant to demonstrate their project is within a TPA for parcels along a TPA boundary.

For further information regarding TPAs or SB 743, contact David Somers at (213) 978-3307

Further reference:

http://opr.ca.gov/s_transitorienteddevelopmentsb743.php

Citywide Transit Priority Areas



3/24/2016

H:\sjackson\GIS1Work\Requests\PlannedTransitPriorityAreas\TPAcitywide.mxd

2217-2235 Sunset 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
Single Family Housing	1.00	Dwelling Unit	0.34	1,800.00	3
Strip Mall	2.99	1000sqft	0.80	2,988.00	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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	1.00
tblFireplaces	NumberWood	0.05	0.00

tblLandUse	LotAcreage	0.32	0.34
tblLandUse	LotAcreage	0.07	0.80
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	9.91	9.44
tblVehicleTrips	ST_TR	42.04	30.20
tblVehicleTrips	WD_TR	9.52	9.44
tblVehicleTrips	WD_TR	44.32	30.20
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529
Energy	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041
Mobile	0.1711	0.7370	1.8910	5.8100e-003	0.4336	5.8500e-003	0.4395	0.1161	5.4900e-003	0.1216		590.4648	590.4648	0.0338		591.3104
Total	**0.2801**	**0.7462**	**1.9782**	**5.8600e-003**	**0.4336**	**6.9700e-003**	**0.4406**	**0.1161**	**6.6100e-003**	**0.1227**	**0.0000**	**601.0561**	**601.0561**	**0.0342**	**1.9000e-004**	**601.9675**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529
Energy	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041
Mobile	0.1711	0.7370	1.8910	5.8100e-003	0.4336	5.8500e-003	0.4395	0.1161	5.4900e-003	0.1216		590.4648	590.4648	0.0338		591.3104
Total	**0.2801**	**0.7462**	**1.9782**	**5.8600e-003**	**0.4336**	**6.9700e-003**	**0.4406**	**0.1161**	**6.6100e-003**	**0.1227**	**0.0000**	**601.0561**	**601.0561**	**0.0342**	**1.9000e-004**	**601.9675**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1711	0.7370	1.8910	5.8100e-003	0.4336	5.8500e-003	0.4395	0.1161	5.4900e-003	0.1216		590.4648	590.4648	0.0338		591.3104
Unmitigated	0.1711	0.7370	1.8910	5.8100e-003	0.4336	5.8500e-003	0.4395	0.1161	5.4900e-003	0.1216		590.4648	590.4648	0.0338		591.3104

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Single Family Housing	9.44	9.44	8.62	31,838	31,838
Strip Mall	90.24	90.24	61.04	163,751	163,751
Total	99.68	99.68	69.66	195,589	195,589

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
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
Single Family Housing	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
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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041
NaturalGas Unmitigated	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	75.3322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Strip Mall	13.4255	1.4000e-004	1.3200e-003	1.1100e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		1.5795	1.5795	3.0000e-005	3.0000e-005	1.5889
Total		**9.5000e-004**	**8.2600e-003**	**4.0600e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4421**	**10.4421**	**2.0000e-004**	**1.9000e-004**	**10.5041**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.0753322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Strip Mall	0.0134255	1.4000e-004	1.3200e-003	1.1100e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		1.5795	1.5795	3.0000e-005	3.0000e-005	1.5889
Total		**9.5000e-004**	**8.2600e-003**	**4.0600e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4421**	**10.4421**	**2.0000e-004**	**1.9000e-004**	**10.5041**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529
Unmitigated	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0948					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	2.5500e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1492	0.1492	1.5000e-004		0.1529
Total	**0.1080**	**9.6000e-004**	**0.0831**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1492**	**0.1492**	**1.5000e-004**	**0.0000**	**0.1529**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0948					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	2.5500e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1492	0.1492	1.5000e-004		0.1529
Total	**0.1080**	**9.6000e-004**	**0.0831**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1492**	**0.1492**	**1.5000e-004**	**0.0000**	**0.1529**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2217-2235 Sunset 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
Single Family Housing	1.00	Dwelling Unit	0.34	1,800.00	3
Strip Mall	2.99	1000sqft	0.80	2,988.00	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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	1.00

tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LotAcreage	0.32	0.34
tblLandUse	LotAcreage	0.07	0.80
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	9.91	9.44
tblVehicleTrips	ST_TR	42.04	30.20
tblVehicleTrips	WD_TR	9.52	9.44
tblVehicleTrips	WD_TR	44.32	30.20
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0196	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Energy	1.7000e-004	1.5100e-003	7.4000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	28.6377	28.6377	6.7000e-004	1.6000e-004	28.7030
Mobile	0.0281	0.1333	0.3235	9.8000e-004	0.0742	1.0200e-003	0.0753	0.0199	9.6000e-004	0.0209	0.0000	90.1755	90.1755	5.3500e-003	0.0000	90.3092
Waste						0.0000	0.0000		0.0000	0.0000	0.8871	0.0000	0.8871	0.0524	0.0000	2.1977
Water						0.0000	0.0000		0.0000	0.0000	0.0909	3.1728	3.2638	9.4100e-003	2.4000e-004	3.5695
Total	**0.0479**	**0.1349**	**0.3346**	**9.9000e-004**	**0.0742**	**1.2000e-003**	**0.0754**	**0.0199**	**1.1400e-003**	**0.0210**	**0.9780**	**122.0030**	**122.9810**	**0.0679**	**4.0000e-004**	**124.7967**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0196	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Energy	1.7000e-004	1.5100e-003	7.4000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	28.6377	28.6377	6.7000e-004	1.6000e-004	28.7030
Mobile	0.0281	0.1333	0.3235	9.8000e-004	0.0742	1.0200e-003	0.0753	0.0199	9.6000e-004	0.0209	0.0000	90.1755	90.1755	5.3500e-003	0.0000	90.3092
Waste						0.0000	0.0000		0.0000	0.0000	0.8871	0.0000	0.8871	0.0524	0.0000	2.1977
Water						0.0000	0.0000		0.0000	0.0000	0.0909	3.1728	3.2638	9.4100e-003	2.4000e-004	3.5695
Total	**0.0479**	**0.1349**	**0.3346**	**9.9000e-004**	**0.0742**	**1.2000e-003**	**0.0754**	**0.0199**	**1.1400e-003**	**0.0210**	**0.9780**	**122.0030**	**122.9810**	**0.0679**	**4.0000e-004**	**124.7967**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0281	0.1333	0.3235	9.8000e-004	0.0742	1.0200e-003	0.0753	0.0199	9.6000e-004	0.0209	0.0000	90.1755	90.1755	5.3500e-003	0.0000	90.3092
Unmitigated	0.0281	0.1333	0.3235	9.8000e-004	0.0742	1.0200e-003	0.0753	0.0199	9.6000e-004	0.0209	0.0000	90.1755	90.1755	5.3500e-003	0.0000	90.3092

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.44	9.44	8.62	31,838	31,838
Strip Mall	90.24	90.24	61.04	163,751	163,751
Total	99.68	99.68	69.66	195,589	195,589

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
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
Single Family Housing	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
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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.9089	26.9089	6.4000e-004	1.3000e-004	26.9640
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26.9089	26.9089	6.4000e-004	1.3000e-004	26.9640
NaturalGas Mitigated	1.7000e-004	1.5100e-003	7.4000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7288	1.7288	3.0000e-005	3.0000e-005	1.7391
NaturalGas Unmitigated	1.7000e-004	1.5100e-003	7.4000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7288	1.7288	3.0000e-005	3.0000e-005	1.7391

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	27496.3	1.5000e-004	1.2700e-003	5.4000e-004	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4673	1.4673	3.0000e-005	3.0000e-005	1.4760
Strip Mall	4900.32	3.0000e-005	2.4000e-004	2.0000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2615	0.2615	1.0000e-005	0.0000	0.2631
Total		**1.8000e-004**	**1.5100e-003**	**7.4000e-004**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**1.7288**	**1.7288**	**4.0000e-005**	**3.0000e-005**	**1.7391**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	27496.3	1.5000e-004	1.2700e-003	5.4000e-004	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004	0.0000	1.4673	1.4673	3.0000e-005	3.0000e-005	1.4760
Strip Mall	4900.32	3.0000e-005	2.4000e-004	2.0000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	0.2615	0.2615	1.0000e-005	0.0000	0.2631
Total		**1.8000e-004**	**1.5100e-003**	**7.4000e-004**	**1.0000e-005**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**1.7288**	**1.7288**	**4.0000e-005**	**3.0000e-005**	**1.7391**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
Single Family Housing	7975.71	4.4422	1.0000e-004	2.0000e-005	4.4513
Strip Mall	40338	22.4667	5.3000e-004	1.1000e-004	22.5127
Total		**26.9089**	**6.3000e-004**	**1.3000e-004**	**26.9640**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	7975.71	4.4422	1.0000e-004	2.0000e-005	4.4513
Strip Mall	40338	22.4667	5.3000e-004	1.1000e-004	22.5127
Total		**26.9089**	**6.3000e-004**	**1.3000e-004**	**26.9640**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0196	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Unmitigated	0.0196	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0173					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	3.2000e-004	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Total	**0.0196**	**1.2000e-004**	**0.0104**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0169**	**0.0169**	**2.0000e-005**	**0.0000**	**0.0173**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.9500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0173					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	3.2000e-004	1.2000e-004	0.0104	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.0169	0.0169	2.0000e-005	0.0000	0.0173
Total	**0.0196**	**1.2000e-004**	**0.0104**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**	**0.0000**	**0.0169**	**0.0169**	**2.0000e-005**	**0.0000**	**0.0173**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.2638	9.4100e-003	2.4000e-004	3.5695
Unmitigated	3.2638	9.4100e-003	2.4000e-004	3.5695

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0.065154 / 0.0410754	0.7474	2.1400e-003	5.0000e-005	0.8169
Strip Mall	0.221477 / 0.135744	2.5164	7.2700e-003	1.8000e-004	2.7526
Total		**3.2638**	**9.4100e-003**	**2.3000e-004**	**3.5695**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	0.065154 / 0.0410754	0.7474	2.1400e-003	5.0000e-005	0.8169

Strip Mall	0.221477 / 0.135744	2.5164	7.2700e-003	1.8000e-004	2.7526
Total		**3.2638**	**9.4100e-003**	**2.3000e-004**	**3.5695**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.8871	0.0524	0.0000	2.1977
Unmitigated	0.8871	0.0524	0.0000	2.1977

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.6186
Strip Mall	3.14	0.6374	0.0377	0.0000	1.5791
Total		**0.8871**	**0.0524**	**0.0000**	**2.1977**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.6186
Strip Mall	3.14	0.6374	0.0377	0.0000	1.5791
Total		**0.8871**	**0.0524**	**0.0000**	**2.1977**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2217-2235 Sunset 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
Single Family Housing	1.00	Dwelling Unit	0.34	1,800.00	3
Strip Mall	2.99	1000sqft	0.80	2,988.00	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

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information

Vehicle Trips - Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Woodstoves - Developer information

Table Name	Column Name	Default Value	New Value
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	0.10	1.00
tblFireplaces	NumberWood	0.05	0.00

tblLandUse	LotAcreage	0.32	0.34
tblLandUse	LotAcreage	0.07	0.80
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	9.91	9.44
tblVehicleTrips	ST_TR	42.04	30.20
tblVehicleTrips	WD_TR	9.52	9.44
tblVehicleTrips	WD_TR	44.32	30.20
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529
Energy	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041
Mobile	0.1664	0.7504	1.8386	5.5200e-003	0.4336	5.9000e-003	0.4395	0.1161	5.5300e-003	0.1216		560.9283	560.9283	0.0340		561.7791
Total	**0.2754**	**0.7596**	**1.9257**	**5.5700e-003**	**0.4336**	**7.0200e-003**	**0.4407**	**0.1161**	**6.6500e-003**	**0.1227**	**0.0000**	**571.5196**	**571.5196**	**0.0344**	**1.9000e-004**	**572.4361**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529
Energy	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041
Mobile	0.1664	0.7504	1.8386	5.5200e-003	0.4336	5.9000e-003	0.4395	0.1161	5.5300e-003	0.1216		560.9283	560.9283	0.0340		561.7791
Total	**0.2754**	**0.7596**	**1.9257**	**5.5700e-003**	**0.4336**	**7.0200e-003**	**0.4407**	**0.1161**	**6.6500e-003**	**0.1227**	**0.0000**	**571.5196**	**571.5196**	**0.0344**	**1.9000e-004**	**572.4361**

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

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1664	0.7504	1.8386	5.5200e-003	0.4336	5.9000e-003	0.4395	0.1161	5.5300e-003	0.1216		560.9283	560.9283	0.0340		561.7791
Unmitigated	0.1664	0.7504	1.8386	5.5200e-003	0.4336	5.9000e-003	0.4395	0.1161	5.5300e-003	0.1216		560.9283	560.9283	0.0340		561.7791

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	9.44	9.44	8.62	31,838	31,838
Strip Mall	90.24	90.24	61.04	163,751	163,751
Total	99.68	99.68	69.66	195,589	195,589

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	14.70	5.90	8.70	40.00	19.00	41.00	86	11	3
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
Single Family Housing	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
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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041
NaturalGas Unmitigated	9.6000e-004	8.2600e-003	4.0600e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004		10.4421	10.4421	2.0000e-004	1.9000e-004	10.5041

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	75.3322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Strip Mall	13.4255	1.4000e-004	1.3200e-003	1.1100e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		1.5795	1.5795	3.0000e-005	3.0000e-005	1.5889
Total		**9.5000e-004**	**8.2600e-003**	**4.0600e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4421**	**10.4421**	**2.0000e-004**	**1.9000e-004**	**10.5041**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.0753322	8.1000e-004	6.9400e-003	2.9500e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004		8.8626	8.8626	1.7000e-004	1.6000e-004	8.9153
Strip Mall	0.0134255	1.4000e-004	1.3200e-003	1.1100e-003	1.0000e-005		1.0000e-004	1.0000e-004		1.0000e-004	1.0000e-004		1.5795	1.5795	3.0000e-005	3.0000e-005	1.5889
Total		**9.5000e-004**	**8.2600e-003**	**4.0600e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**		**10.4421**	**10.4421**	**2.0000e-004**	**1.9000e-004**	**10.5041**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529
Unmitigated	0.1080	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	0.1492	0.1492	1.5000e-004	0.0000	0.1529

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0948					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	2.5500e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1492	0.1492	1.5000e-004		0.1529
Total	**0.1080**	**9.6000e-004**	**0.0831**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1492**	**0.1492**	**1.5000e-004**	**0.0000**	**0.1529**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0948					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	2.5500e-003	9.6000e-004	0.0831	0.0000		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004		0.1492	0.1492	1.5000e-004		0.1529
Total	**0.1080**	**9.6000e-004**	**0.0831**	**0.0000**		**4.6000e-004**	**4.6000e-004**		**4.6000e-004**	**4.6000e-004**	**0.0000**	**0.1492**	**0.1492**	**1.5000e-004**	**0.0000**	**0.1529**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2217-2235 Sunset 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
Enclosed Parking with Elevator	203.00	1000sqft	0.00	203,000.00	0
Apartments Mid Rise	176.00	Dwelling Unit	1.14	153,781.00	426

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information. Population estimate from Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Construction Phase - Developer information

Trips and VMT - Developer information

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	86.00
tblConstructionPhase	NumDays	200.00	349.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	86.00
tblConstructionPhase	NumDays	2.00	43.00
tblFireplaces	NumberGas	149.60	0.00
tblFireplaces	NumberNoFireplace	17.60	176.00
tblFireplaces	NumberWood	8.80	0.00
tblGrading	AcresOfGrading	32.25	2.70
tblGrading	AcresOfGrading	21.50	1.00
tblGrading	MaterialExported	0.00	47,000.00
tblLandUse	LandUseSquareFeet	176,000.00	153,781.00
tblLandUse	LotAcreage	4.66	0.00
tblLandUse	LotAcreage	4.63	1.14
tblLandUse	Population	503.00	426.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.25
tblVehicleTrips	SU_TR	5.86	4.25
tblVehicleTrips	WD_TR	6.65	4.25
tblWoodstoves	NumberCatalytic	8.80	0.00
tblWoodstoves	NumberNoncatalytic	8.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0800	20.6517	15.2526	0.0286	0.7150	1.0454	1.7604	0.1384	0.9757	1.1141	0.0000	2,797.2354	2,797.2354	0.6189	0.0000	2,812.7068
2022	2.6482	39.9064	21.8532	0.1130	7.0887	0.8419	7.7025	3.1737	0.7867	3.7419	0.0000	12,106.1134	12,106.1134	1.1166	0.0000	12,134.0271
2023	12.1954	15.8638	20.9938	0.0574	2.7026	0.5367	3.2393	0.7243	0.5174	1.2417	0.0000	5,618.0881	5,618.0881	0.4699	0.0000	5,629.8367
2024	12.1759	1.3110	3.1500	7.2900e-003	0.4695	0.0644	0.5339	0.1245	0.0642	0.1887	0.0000	712.2329	712.2329	0.0264	0.0000	712.8925
Maximum	**12.1954**	**39.9064**	**21.8532**	**0.1130**	**7.0887**	**1.0454**	**7.7025**	**3.1737**	**0.9757**	**3.7419**	**0.0000**	**12,106.1134**	**12,106.1134**	**1.1166**	**0.0000**	**12,134.0271**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0800	20.6517	15.2526	0.0286	0.3271	1.0454	1.3725	0.0696	0.9757	1.0454	0.0000	2,797.2354	2,797.2354	0.6189	0.0000	2,812.7068
2022	2.6482	39.9064	21.8532	0.1130	3.3190	0.8419	3.9327	1.3900	0.7867	1.9581	0.0000	12,106.1134	12,106.1134	1.1166	0.0000	12,134.0271
2023	12.1954	15.8638	20.9938	0.0574	1.6458	0.5367	2.1826	0.4649	0.5174	0.9824	0.0000	5,618.0881	5,618.0881	0.4699	0.0000	5,629.8367
2024	12.1759	1.3110	3.1500	7.2900e-003	0.2817	0.0644	0.3462	0.0784	0.0642	0.1426	0.0000	712.2329	712.2329	0.0264	0.0000	712.8925
Maximum	**12.1954**	**39.9064**	**21.8532**	**0.1130**	**3.3190**	**1.0454**	**3.9327**	**1.3900**	**0.9757**	**1.9581**	**0.0000**	**12,106.1134**	**12,106.1134**	**1.1166**	**0.0000**	**12,134.0271**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.22**	**0.00**	**40.81**	**51.86**	**0.00**	**34.33**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197
Energy	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
Mobile	1.1703	4.9728	16.0017	0.0630	5.4315	0.0463	5.4778	1.4534	0.0430	1.4964		6,422.8982	6,422.8982	0.2966		6,430.3140
Total	**5.0524**	**5.5498**	**30.7108**	**0.0664**	**5.4315**	**0.1599**	**5.5914**	**1.4534**	**0.1567**	**1.6100**	**0.0000**	**6,971.9505**	**6,971.9505**	**0.3319**	**9.5900e-003**	**6,983.1035**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197
Energy	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
Mobile	1.1703	4.9728	16.0017	0.0630	5.4315	0.0463	5.4778	1.4534	0.0430	1.4964		6,422.8982	6,422.8982	0.2966		6,430.3140
Total	**5.0524**	**5.5498**	**30.7108**	**0.0664**	**5.4315**	**0.1599**	**5.5914**	**1.4534**	**0.1567**	**1.6100**	**0.0000**	**6,971.9505**	**6,971.9505**	**0.3319**	**9.5900e-003**	**6,983.1035**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/1/2021	1/31/2022	5	44	
2	Grading	Grading	2/1/2022	5/31/2022	5	86	
3	Site Preparation	Site Preparation	6/1/2022	7/31/2022	5	43	Trenching
4	Building Construction	Building Construction	8/1/2022	11/30/2023	5	349	
5	Architectural Coating	Architectural Coating	12/1/2023	3/31/2024	5	86	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 2.7

Acres of Paving: 0

Residential Indoor: 311,407; Residential Outdoor: 103,802; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 12,180

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	91.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	5,875.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	212.00	52.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	42.00	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 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4474	0.0000	0.4474	0.0678	0.0000	0.0678			0.0000			0.0000

Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.4474**	**1.0409**	**1.4883**	**0.0678**	**0.9715**	**1.0392**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0312	0.9168	0.2364	3.0100e-003	0.1222	3.3300e-003	0.1256	0.0321	3.1900e-003	0.0353		326.4783	326.4783	0.0205		326.9918
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	0.0557	0.0383	0.5236	1.4900e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.0870**	**0.9551**	**0.7601**	**4.5000e-003**	**0.2675**	**4.5000e-003**	**0.2720**	**0.0706**	**4.2700e-003**	**0.0749**		**474.5184**	**474.5184**	**0.0249**		**475.1410**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1658	0.0000	0.1658	0.0251	0.0000	0.0251			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.1658**	**1.0409**	**1.2067**	**0.0251**	**0.9715**	**0.9966**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0312	0.9168	0.2364	3.0100e-003	0.0741	3.3300e-003	0.0774	0.0203	3.1900e-003	0.0234		326.4783	326.4783	0.0205		326.9918
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	0.0557	0.0383	0.5236	1.4900e-003	0.0872	1.1700e-003	0.0884	0.0243	1.0800e-003	0.0254		148.0401	148.0401	4.3600e-003		148.1491
Total	**0.0870**	**0.9551**	**0.7601**	**4.5000e-003**	**0.1613**	**4.5000e-003**	**0.1658**	**0.0445**	**4.2700e-003**	**0.0488**		**474.5184**	**474.5184**	**0.0249**		**475.1410**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4474	0.0000	0.4474	0.0678	0.0000	0.0678			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.4474**	**0.8379**	**1.2853**	**0.0678**	**0.7829**	**0.8506**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Unmitigated Construction Off-Site

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

Hauling	0.0297	0.8441	0.2345	2.9700e-003	0.1322	2.9000e-003	0.1351	0.0345	2.7700e-003	0.0373		322.5280	322.5280	0.0204		323.0371
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	0.0522	0.0346	0.4831	1.4300e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		142.8326	142.8326	3.9400e-003		142.9312
Total	**0.0819**	**0.8787**	**0.7176**	**4.4000e-003**	**0.2775**	**4.0400e-003**	**0.2815**	**0.0731**	**3.8200e-003**	**0.0769**		**465.3606**	**465.3606**	**0.0243**		**465.9683**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1658	0.0000	0.1658	0.0251	0.0000	0.0251			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1658**	**0.8379**	**1.0037**	**0.0251**	**0.7829**	**0.8080**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0297	0.8441	0.2345	2.9700e-003	0.0795	2.9000e-003	0.0824	0.0216	2.7700e-003	0.0244		322.5280	322.5280	0.0204		323.0371
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	0.0522	0.0346	0.4831	1.4300e-003	0.0872	1.1400e-003	0.0883	0.0243	1.0500e-003	0.0253		142.8326	142.8326	3.9400e-003		142.9312
Total	**0.0819**	**0.8787**	**0.7176**	**4.4000e-003**	**0.1667**	**4.0400e-003**	**0.1707**	**0.0459**	**3.8200e-003**	**0.0497**		**465.3606**	**465.3606**	**0.0243**		**465.9683**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6117	0.0000	4.6117	2.4956	0.0000	2.4956			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6117**	**0.5173**	**5.1289**	**2.4956**	**0.4759**	**2.9715**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9823	27.8805	7.7463	0.0980	2.3877	0.0957	2.4834	0.6544	0.0916	0.7460		10,653.3966	10,653.3966	0.6727		10,670.2144
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	0.0321	0.0213	0.2973	8.8000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		87.8970	87.8970	2.4300e-003		87.9576
Total	**1.0145**	**27.9018**	**8.0435**	**0.0989**	**2.4771**	**0.0964**	**2.5735**	**0.6781**	**0.0922**	**0.7703**		**10,741.2936**	**10,741.2936**	**0.6751**		**10,758.1721**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7086	0.0000	1.7086	0.9246	0.0000	0.9246			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**1.7086**	**0.5173**	**2.2259**	**0.9246**	**0.4759**	**1.4005**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9823	27.8805	7.7463	0.0980	1.5567	0.0957	1.6525	0.4504	0.0916	0.5420		10,653.3966	10,653.3966	0.6727		10,670.2144
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	0.0321	0.0213	0.2973	8.8000e-004	0.0537	7.0000e-004	0.0544	0.0149	6.4000e-004	0.0156		87.8970	87.8970	2.4300e-003		87.9576
Total	**1.0145**	**27.9018**	**8.0435**	**0.0989**	**1.6104**	**0.0964**	**1.7068**	**0.4654**	**0.0922**	**0.5576**		**10,741.2936**	**10,741.2936**	**0.6751**		**10,758.1721**

3.4 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.2940	0.0000	5.2940	2.8991	0.0000	2.8991			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457

Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**5.2940**	**0.6225**	**5.9165**	**2.8991**	**0.5727**	**3.4718**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0213	0.2973	8.8000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		87.8970	87.8970	2.4300e-003		87.9576
Total	**0.0321**	**0.0213**	**0.2973**	**8.8000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**87.8970**	**87.8970**	**2.4300e-003**		**87.9576**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9614	0.0000	1.9614	1.0741	0.0000	1.0741			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**1.9614**	**0.6225**	**2.5839**	**1.0741**	**0.5727**	**1.6468**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0213	0.2973	8.8000e-004	0.0537	7.0000e-004	0.0544	0.0149	6.4000e-004	0.0156		87.8970	87.8970	2.4300e-003		87.9576
Total	**0.0321**	**0.0213**	**0.2973**	**8.8000e-004**	**0.0537**	**7.0000e-004**	**0.0544**	**0.0149**	**6.4000e-004**	**0.0156**		**87.8970**	**87.8970**	**2.4300e-003**		**87.9576**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Unmitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1483	4.8012	1.2488	0.0132	0.3329	9.0300e-003	0.3419	0.0959	8.6300e-003	0.1045		1,416.9266	1,416.9266	0.0813		1,418.9594
Worker	0.8512	0.5642	7.8780	0.0234	2.3697	0.0186	2.3882	0.6285	0.0171	0.6455		2,329.2701	2,329.2701	0.0643		2,330.8773
Total	**0.9996**	**5.3654**	**9.1268**	**0.0366**	**2.7026**	**0.0276**	**2.7302**	**0.7243**	**0.0257**	**0.7500**		**3,746.1967**	**3,746.1967**	**0.1456**		**3,749.8368**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1483	4.8012	1.2488	0.0132	0.2238	9.0300e-003	0.2328	0.0691	8.6300e-003	0.0777		1,416.9266	1,416.9266	0.0813		1,418.9594
Worker	0.8512	0.5642	7.8780	0.0234	1.4220	0.0186	1.4406	0.3958	0.0171	0.4129		2,329.2701	2,329.2701	0.0643		2,330.8773
Total	**0.9996**	**5.3654**	**9.1268**	**0.0366**	**1.6458**	**0.0276**	**1.6734**	**0.4649**	**0.0257**	**0.4906**		**3,746.1967**	**3,746.1967**	**0.1456**		**3,749.8368**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1101	3.6430	1.1278	0.0128	0.3329	4.2100e-003	0.3371	0.0959	4.0200e-003	0.0999		1,372.3186	1,372.3186	0.0721		1,374.1200
Worker	0.7994	0.5105	7.2549	0.0225	2.3697	0.0180	2.3877	0.6285	0.0166	0.6450		2,243.9818	2,243.9818	0.0580		2,245.4309
Total	**0.9094**	**4.1534**	**8.3827**	**0.0353**	**2.7026**	**0.0222**	**2.7248**	**0.7243**	**0.0206**	**0.7449**		**3,616.3004**	**3,616.3004**	**0.1300**		**3,619.5510**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1101	3.6430	1.1278	0.0128	0.2238	4.2100e-003	0.2280	0.0691	4.0200e-003	0.0731		1,372.3186	1,372.3186	0.0721		1,374.1200
Worker	0.7994	0.5105	7.2549	0.0225	1.4220	0.0180	1.4400	0.3958	0.0166	0.4124		2,243.9818	2,243.9818	0.0580		2,245.4309
Total	**0.9094**	**4.1534**	**8.3827**	**0.0353**	**1.6458**	**0.0222**	**1.6681**	**0.4649**	**0.0206**	**0.4855**		**3,616.3004**	**3,616.3004**	**0.1300**		**3,619.5510**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Total	**12.0370**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1584	0.1011	1.4373	4.4600e-003	0.4695	3.5700e-003	0.4730	0.1245	3.2900e-003	0.1278		444.5624	444.5624	0.0115		444.8495
Total	**0.1584**	**0.1011**	**1.4373**	**4.4600e-003**	**0.4695**	**3.5700e-003**	**0.4730**	**0.1245**	**3.2900e-003**	**0.1278**		**444.5624**	**444.5624**	**0.0115**		**444.8495**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.0370**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1584	0.1011	1.4373	4.4600e-003	0.2817	3.5700e-003	0.2853	0.0784	3.2900e-003	0.0817		444.5624	444.5624	0.0115		444.8495
Total	**0.1584**	**0.1011**	**1.4373**	**4.4600e-003**	**0.2817**	**3.5700e-003**	**0.2853**	**0.0784**	**3.2900e-003**	**0.0817**		**444.5624**	**444.5624**	**0.0115**		**444.8495**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**12.0261**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1498	0.0922	1.3399	4.3200e-003	0.4695	3.5200e-003	0.4730	0.1245	3.2400e-003	0.1277		430.7849	430.7849	0.0105		431.0483
Total	**0.1498**	**0.0922**	**1.3399**	**4.3200e-003**	**0.4695**	**3.5200e-003**	**0.4730**	**0.1245**	**3.2400e-003**	**0.1277**		**430.7849**	**430.7849**	**0.0105**		**431.0483**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**12.0261**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1498	0.0922	1.3399	4.3200e-003	0.2817	3.5200e-003	0.2852	0.0784	3.2400e-003	0.0817		430.7849	430.7849	0.0105		431.0483
Total	**0.1498**	**0.0922**	**1.3399**	**4.3200e-003**	**0.2817**	**3.5200e-003**	**0.2852**	**0.0784**	**3.2400e-003**	**0.0817**		**430.7849**	**430.7849**	**0.0105**		**431.0483**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1703	4.9728	16.0017	0.0630	5.4315	0.0463	5.4778	1.4534	0.0430	1.4964		6,422.8982	6,422.8982	0.2966		6,430.3140
Unmitigated	1.1703	4.9728	16.0017	0.0630	5.4315	0.0463	5.4778	1.4534	0.0430	1.4964		6,422.8982	6,422.8982	0.2966		6,430.3140

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	748.00	748.00	748.00	2,554,483	2,554,483
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	748.00	748.00	748.00	2,554,483	2,554,483

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	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
Apartments Mid Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
NaturalGas Unmitigated	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4444.33	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
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
Total		**0.0479**	**0.4096**	**0.1743**	**2.6100e-003**		**0.0331**	**0.0331**		**0.0331**	**0.0331**		**522.8627**	**522.8627**	**0.0100**	**9.5900e-003**	**525.9698**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.44433	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
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
Total		**0.0479**	**0.4096**	**0.1743**	**2.6100e-003**		**0.0331**	**0.0331**		**0.0331**	**0.0331**		**522.8627**	**522.8627**	**0.0100**	**9.5900e-003**	**525.9698**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197
Unmitigated	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2791					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1168					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	0.4383	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805		26.1896	26.1896	0.0252		26.8197
Total	**3.8342**	**0.1674**	**14.5348**	**7.7000e-004**		**0.0805**	**0.0805**		**0.0805**	**0.0805**	**0.0000**	**26.1896**	**26.1896**	**0.0252**	**0.0000**	**26.8197**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2791					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1168					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	0.4383	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805		26.1896	26.1896	0.0252		26.8197
Total	**3.8342**	**0.1674**	**14.5348**	**7.7000e-004**		**0.0805**	**0.0805**		**0.0805**	**0.0805**	**0.0000**	**26.1896**	**26.1896**	**0.0252**	**0.0000**	**26.8197**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2217-2235 Sunset 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
Enclosed Parking with Elevator	203.00	1000sqft	0.00	203,000.00	0
Apartments Mid Rise	176.00	Dwelling Unit	1.14	153,781.00	426

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information. Population estimate from Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Construction Phase - Developer information

Trips and VMT - Developer information

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	86.00
tblConstructionPhase	NumDays	200.00	349.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	86.00
tblConstructionPhase	NumDays	2.00	43.00
tblFireplaces	NumberGas	149.60	0.00
tblFireplaces	NumberNoFireplace	17.60	176.00
tblFireplaces	NumberWood	8.80	0.00
tblGrading	AcresOfGrading	32.25	2.70
tblGrading	AcresOfGrading	21.50	1.00
tblGrading	MaterialExported	0.00	47,000.00
tblLandUse	LandUseSquareFeet	176,000.00	153,781.00
tblLandUse	LotAcreage	4.66	0.00
tblLandUse	LotAcreage	4.63	1.14
tblLandUse	Population	503.00	426.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.25
tblVehicleTrips	SU_TR	5.86	4.25
tblVehicleTrips	WD_TR	6.65	4.25
tblWoodstoves	NumberCatalytic	8.80	0.00
tblWoodstoves	NumberNoncatalytic	8.80	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0239	0.2380	0.1751	3.3000e-004	8.1600e-003	0.0120	0.0202	1.5800e-003	0.0112	0.0128	0.0000	29.1032	29.1032	6.4600e-003	0.0000	29.2646
2022	0.2840	3.2559	2.0951	8.6900e-003	0.5720	0.0826	0.6546	0.2395	0.0777	0.3172	0.0000	812.0978	812.0978	0.0848	0.0000	814.2185
2023	0.4197	1.9238	2.4930	6.8000e-003	0.3216	0.0649	0.3865	0.0863	0.0626	0.1489	0.0000	603.7003	603.7003	0.0511	0.0000	604.9784
2024	0.3958	0.0430	0.0996	2.3000e-004	0.0150	2.0900e-003	0.0171	3.9700e-003	2.0900e-003	6.0600e-003	0.0000	20.4566	20.4566	7.6000e-004	0.0000	20.4757
Maximum	**0.4197**	**3.2559**	**2.4930**	**8.6900e-003**	**0.5720**	**0.0826**	**0.6546**	**0.2395**	**0.0777**	**0.3172**	**0.0000**	**812.0978**	**812.0978**	**0.0848**	**0.0000**	**814.2185**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0239	0.2380	0.1751	3.3000e-004	3.7300e-003	0.0120	0.0158	7.9000e-004	0.0112	0.0120	0.0000	29.1032	29.1032	6.4600e-003	0.0000	29.2646
2022	0.2840	3.2559	2.0951	8.6900e-003	0.2775	0.0826	0.3600	0.1089	0.0777	0.1866	0.0000	812.0975	812.0975	0.0848	0.0000	814.2182
2023	0.4197	1.9238	2.4930	6.8000e-003	0.1962	0.0649	0.2612	0.0556	0.0626	0.1182	0.0000	603.7001	603.7001	0.0511	0.0000	604.9782
2024	0.3958	0.0430	0.0996	2.3000e-004	8.9900e-003	2.0900e-003	0.0111	2.5100e-003	2.0900e-003	4.5900e-003	0.0000	20.4566	20.4566	7.6000e-004	0.0000	20.4757
Maximum	**0.4197**	**3.2559**	**2.4930**	**8.6900e-003**	**0.2775**	**0.0826**	**0.3600**	**0.1089**	**0.0777**	**0.1866**	**0.0000**	**812.0975**	**812.0975**	**0.0848**	**0.0000**	**814.2182**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**46.94**	**0.01**	**39.91**	**49.38**	**0.00**	**33.74**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**12-1-2021**	**2-28-2022**	0.8921	0.8921
2	**3-1-2022**	**5-31-2022**	1.3872	1.3872
3	**6-1-2022**	**8-31-2022**	0.5756	0.5756
4	**9-1-2022**	**11-30-2022**	0.6701	0.6701
5	**12-1-2022**	**2-28-2023**	0.6173	0.6173
6	**3-1-2023**	**5-31-2023**	0.6027	0.6027
7	**6-1-2023**	**8-31-2023**	0.6012	0.6012
8	**9-1-2023**	**11-30-2023**	0.5977	0.5977
9	**12-1-2023**	**2-29-2024**	0.4405	0.4405
10	**3-1-2024**	**5-31-2024**	0.1496	0.1496
		Highest	1.3872	1.3872

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6745	0.0209	1.8169	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	2.9699	2.9699	2.8600e-003	0.0000	3.0413
Energy	8.7500e-003	0.0748	0.0318	4.8000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	1,137.3038	1,137.3038	0.0265	6.7200e-003	1,139.9687
Mobile	0.2017	0.9429	2.7958	0.0111	0.9695	8.4300e-003	0.9779	0.2598	7.8300e-003	0.2677	0.0000	1,024.0527	1,024.0527	0.0486	0.0000	1,025.2682
Waste						0.0000	0.0000		0.0000	0.0000	16.4342	0.0000	16.4342	0.9712	0.0000	40.7149
Water						0.0000	0.0000		0.0000	0.0000	3.6380	127.8953	131.5333	0.3767	9.4500e-003	143.7656

Total	**0.8850**	**1.0386**	**4.6445**	**0.0117**	**0.9695**	**0.0245**	**0.9940**	**0.2598**	**0.0239**	**0.2838**	**20.0721**	**2,292.2217**	**2,312.2938**	**1.4259**	**0.0162**	**2,352.7587**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6745	0.0209	1.8169	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	2.9699	2.9699	2.8600e-003	0.0000	3.0413
Energy	8.7500e-003	0.0748	0.0318	4.8000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	1,137.3038	1,137.3038	0.0265	6.7200e-003	1,139.9687
Mobile	0.2017	0.9429	2.7958	0.0111	0.9695	8.4300e-003	0.9779	0.2598	7.8300e-003	0.2677	0.0000	1,024.0527	1,024.0527	0.0486	0.0000	1,025.2682
Waste						0.0000	0.0000		0.0000	0.0000	16.4342	0.0000	16.4342	0.9712	0.0000	40.7149
Water						0.0000	0.0000		0.0000	0.0000	3.6380	127.8953	131.5333	0.3767	9.4500e-003	143.7656
Total	**0.8850**	**1.0386**	**4.6445**	**0.0117**	**0.9695**	**0.0245**	**0.9940**	**0.2598**	**0.0239**	**0.2838**	**20.0721**	**2,292.2217**	**2,312.2938**	**1.4259**	**0.0162**	**2,352.7587**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/1/2021	1/31/2022	5	44	
2	Grading	Grading	2/1/2022	5/31/2022	5	86	
3	Site Preparation	Site Preparation	6/1/2022	7/31/2022	5	43	Trenching
4	Building Construction	Building Construction	8/1/2022	11/30/2023	5	349	

5	Architectural Coating	Architectural Coating	12/1/2023	3/31/2024	5	86	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 2.7

Acres of Paving: 0

Residential Indoor: 311,407; Residential Outdoor: 103,802; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 12,180

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	91.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

Grading	3	8.00	0.00	5,875.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	212.00	52.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	42.00	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 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1500e-003	0.0000	5.1500e-003	7.8000e-004	0.0000	7.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2265	0.1667	2.8000e-004		0.0120	0.0120		0.0112	0.0112	0.0000	24.2320	24.2320	6.2000e-003	0.0000	24.3870
Total	**0.0229**	**0.2265**	**0.1667**	**2.8000e-004**	**5.1500e-003**	**0.0120**	**0.0171**	**7.8000e-004**	**0.0112**	**0.0120**	**0.0000**	**24.2320**	**24.2320**	**6.2000e-003**	**0.0000**	**24.3870**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0110	2.7500e-003	3.0000e-005	1.3800e-003	4.0000e-005	1.4200e-003	3.6000e-004	4.0000e-005	4.0000e-004	0.0000	3.3927	3.3927	2.2000e-004	0.0000	3.3981

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	6.4000e-004	5.0000e-004	5.6500e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6500e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4784	1.4784	4.0000e-005	0.0000	1.4795
Total	**1.0000e-003**	**0.0115**	**8.4000e-003**	**5.0000e-005**	**3.0200e-003**	**5.0000e-005**	**3.0700e-003**	**8.0000e-004**	**5.0000e-005**	**8.5000e-004**	**0.0000**	**4.8712**	**4.8712**	**2.6000e-004**	**0.0000**	**4.8777**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.9100e-003	0.0000	1.9100e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.2265	0.1667	2.8000e-004		0.0120	0.0120		0.0112	0.0112	0.0000	24.2320	24.2320	6.2000e-003	0.0000	24.3869
Total	**0.0229**	**0.2265**	**0.1667**	**2.8000e-004**	**1.9100e-003**	**0.0120**	**0.0139**	**2.9000e-004**	**0.0112**	**0.0115**	**0.0000**	**24.2320**	**24.2320**	**6.2000e-003**	**0.0000**	**24.3869**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.6000e-004	0.0110	2.7500e-003	3.0000e-005	8.4000e-004	4.0000e-005	8.8000e-004	2.3000e-004	4.0000e-005	2.7000e-004	0.0000	3.3927	3.3927	2.2000e-004	0.0000	3.3981
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	6.4000e-004	5.0000e-004	5.6500e-003	2.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.7000e-004	1.0000e-005	2.9000e-004	0.0000	1.4784	1.4784	4.0000e-005	0.0000	1.4795
Total	**1.0000e-003**	**0.0115**	**8.4000e-003**	**5.0000e-005**	**1.8300e-003**	**5.0000e-005**	**1.8800e-003**	**5.0000e-004**	**5.0000e-005**	**5.6000e-004**	**0.0000**	**4.8712**	**4.8712**	**2.6000e-004**	**0.0000**	**4.8777**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.7000e-003	0.0000	4.7000e-003	7.1000e-004	0.0000	7.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0177	0.1745	0.1466	2.5000e-004		8.8000e-003	8.8000e-003		8.2200e-003	8.2200e-003	0.0000	22.1316	22.1316	5.6400e-003	0.0000	22.2726
Total	**0.0177**	**0.1745**	**0.1466**	**2.5000e-004**	**4.7000e-003**	**8.8000e-003**	**0.0135**	**7.1000e-004**	**8.2200e-003**	**8.9300e-003**	**0.0000**	**22.1316**	**22.1316**	**5.6400e-003**	**0.0000**	**22.2726**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	9.2300e-003	2.4900e-003	3.0000e-005	1.3600e-003	3.0000e-005	1.3900e-003	3.6000e-004	3.0000e-005	3.8000e-004	0.0000	3.0601	3.0601	2.0000e-004	0.0000	3.0650
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	5.5000e-004	4.1000e-004	4.7600e-003	1.0000e-005	1.5000e-003	1.0000e-005	1.5100e-003	4.0000e-004	1.0000e-005	4.1000e-004	0.0000	1.3024	1.3024	4.0000e-005	0.0000	1.3033
Total	**8.6000e-004**	**9.6400e-003**	**7.2500e-003**	**4.0000e-005**	**2.8600e-003**	**4.0000e-005**	**2.9000e-003**	**7.6000e-004**	**4.0000e-005**	**7.9000e-004**	**0.0000**	**4.3626**	**4.3626**	**2.4000e-004**	**0.0000**	**4.3683**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Fugitive Dust					1.7400e-003	0.0000	1.7400e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0177	0.1745	0.1466	2.5000e-004		8.8000e-003	8.8000e-003		8.2200e-003	8.2200e-003	0.0000	22.1315	22.1315	5.6400e-003	0.0000	22.2725
Total	**0.0177**	**0.1745**	**0.1466**	**2.5000e-004**	**1.7400e-003**	**8.8000e-003**	**0.0105**	**2.6000e-004**	**8.2200e-003**	**8.4800e-003**	**0.0000**	**22.1315**	**22.1315**	**5.6400e-003**	**0.0000**	**22.2725**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	3.1000e-004	9.2300e-003	2.4900e-003	3.0000e-005	8.2000e-004	3.0000e-005	8.5000e-004	2.2000e-004	3.0000e-005	2.5000e-004	0.0000	3.0601	3.0601	2.0000e-004	0.0000	3.0650
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	5.5000e-004	4.1000e-004	4.7600e-003	1.0000e-005	9.0000e-004	1.0000e-005	9.1000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	1.3024	1.3024	4.0000e-005	0.0000	1.3033
Total	**8.6000e-004**	**9.6400e-003**	**7.2500e-003**	**4.0000e-005**	**1.7200e-003**	**4.0000e-005**	**1.7600e-003**	**4.7000e-004**	**4.0000e-005**	**5.1000e-004**	**0.0000**	**4.3626**	**4.3626**	**2.4000e-004**	**0.0000**	**4.3683**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1983	0.0000	0.1983	0.1073	0.0000	0.1073	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0466	0.5162	0.2553	6.1000e-004		0.0222	0.0222		0.0205	0.0205	0.0000	53.2402	53.2402	0.0172	0.0000	53.6707

Total	**0.0466**	**0.5162**	**0.2553**	**6.1000e-004**	**0.1983**	**0.0222**	**0.2205**	**0.1073**	**0.0205**	**0.1278**	**0.0000**	**53.2402**	**53.2402**	**0.0172**	**0.0000**	**53.6707**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0425	1.2484	0.3369	4.2000e-003	0.1009	4.1300e-003	0.1050	0.0277	3.9500e-003	0.0317	0.0000	413.9416	413.9416	0.0265	0.0000	414.6031
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	1.3900e-003	1.0400e-003	0.0120	4.0000e-005	3.7700e-003	3.0000e-005	3.8000e-003	1.0000e-003	3.0000e-005	1.0300e-003	0.0000	3.2823	3.2823	9.0000e-005	0.0000	3.2846
Total	**0.0439**	**1.2494**	**0.3489**	**4.2400e-003**	**0.1047**	**4.1600e-003**	**0.1088**	**0.0287**	**3.9800e-003**	**0.0327**	**0.0000**	**417.2239**	**417.2239**	**0.0266**	**0.0000**	**417.8877**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0735	0.0000	0.0735	0.0398	0.0000	0.0398	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0466	0.5162	0.2553	6.1000e-004		0.0222	0.0222		0.0205	0.0205	0.0000	53.2401	53.2401	0.0172	0.0000	53.6706
Total	**0.0466**	**0.5162**	**0.2553**	**6.1000e-004**	**0.0735**	**0.0222**	**0.0957**	**0.0398**	**0.0205**	**0.0602**	**0.0000**	**53.2401**	**53.2401**	**0.0172**	**0.0000**	**53.6706**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0425	1.2484	0.3369	4.2000e-003	0.0660	4.1300e-003	0.0701	0.0191	3.9500e-003	0.0231	0.0000	413.9416	413.9416	0.0265	0.0000	414.6031
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	1.3900e-003	1.0400e-003	0.0120	4.0000e-005	2.2700e-003	3.0000e-005	2.3000e-003	6.3000e-004	3.0000e-005	6.6000e-004	0.0000	3.2823	3.2823	9.0000e-005	0.0000	3.2846
Total	**0.0439**	**1.2494**	**0.3489**	**4.2400e-003**	**0.0683**	**4.1600e-003**	**0.0724**	**0.0198**	**3.9800e-003**	**0.0238**	**0.0000**	**417.2239**	**417.2239**	**0.0266**	**0.0000**	**417.8877**

3.4 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1138	0.0000	0.1138	0.0623	0.0000	0.0623	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0282	0.3145	0.1525	3.7000e-004		0.0134	0.0134		0.0123	0.0123	0.0000	32.4978	32.4978	0.0105	0.0000	32.7606
Total	**0.0282**	**0.3145**	**0.1525**	**3.7000e-004**	**0.1138**	**0.0134**	**0.1272**	**0.0623**	**0.0123**	**0.0746**	**0.0000**	**32.4978**	**32.4978**	**0.0105**	**0.0000**	**32.7606**

Unmitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	5.2000e-004	5.9900e-003	2.0000e-005	1.8800e-003	2.0000e-005	1.9000e-003	5.0000e-004	1.0000e-005	5.1000e-004	0.0000	1.6412	1.6412	5.0000e-005	0.0000	1.6423
Total	**6.9000e-004**	**5.2000e-004**	**5.9900e-003**	**2.0000e-005**	**1.8800e-003**	**2.0000e-005**	**1.9000e-003**	**5.0000e-004**	**1.0000e-005**	**5.1000e-004**	**0.0000**	**1.6412**	**1.6412**	**5.0000e-005**	**0.0000**	**1.6423**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0422	0.0000	0.0422	0.0231	0.0000	0.0231	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0282	0.3145	0.1525	3.7000e-004		0.0134	0.0134		0.0123	0.0123	0.0000	32.4978	32.4978	0.0105	0.0000	32.7606
Total	**0.0282**	**0.3145**	**0.1525**	**3.7000e-004**	**0.0422**	**0.0134**	**0.0556**	**0.0231**	**0.0123**	**0.0354**	**0.0000**	**32.4978**	**32.4978**	**0.0105**	**0.0000**	**32.7606**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	5.2000e-004	5.9900e-003	2.0000e-005	1.1300e-003	2.0000e-005	1.1500e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.6412	1.6412	5.0000e-005	0.0000	1.6423

Total	**6.9000e-004**	**5.2000e-004**	**5.9900e-003**	**2.0000e-005**	**1.1300e-003**	**2.0000e-005**	**1.1500e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.6412**	**1.6412**	**5.0000e-005**	**0.0000**	**1.6423**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0907	0.6877	0.7000	1.2100e-003		0.0324	0.0324		0.0313	0.0313	0.0000	99.8673	99.8673	0.0174	0.0000	100.3022
Total	**0.0907**	**0.6877**	**0.7000**	**1.2100e-003**		**0.0324**	**0.0324**		**0.0313**	**0.0313**	**0.0000**	**99.8673**	**99.8673**	**0.0174**	**0.0000**	**100.3022**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3400e-003	0.2682	0.0724	7.2000e-004	0.0180	5.0000e-004	0.0185	5.2000e-003	4.8000e-004	5.6800e-003	0.0000	69.8788	69.8788	4.1700e-003	0.0000	69.9832
Worker	0.0471	0.0353	0.4063	1.2300e-003	0.1278	1.0200e-003	0.1288	0.0339	9.4000e-004	0.0349	0.0000	111.2545	111.2545	3.0600e-003	0.0000	111.3311
Total	**0.0554**	**0.3034**	**0.4787**	**1.9500e-003**	**0.1458**	**1.5200e-003**	**0.1473**	**0.0391**	**1.4200e-003**	**0.0406**	**0.0000**	**181.1333**	**181.1333**	**7.2300e-003**	**0.0000**	**181.3142**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0907	0.6877	0.7000	1.2100e-003		0.0324	0.0324		0.0313	0.0313	0.0000	99.8672	99.8672	0.0174	0.0000	100.3020
Total	**0.0907**	**0.6877**	**0.7000**	**1.2100e-003**		**0.0324**	**0.0324**		**0.0313**	**0.0313**	**0.0000**	**99.8672**	**99.8672**	**0.0174**	**0.0000**	**100.3020**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3400e-003	0.2682	0.0724	7.2000e-004	0.0122	5.0000e-004	0.0127	3.7600e-003	4.8000e-004	4.2400e-003	0.0000	69.8788	69.8788	4.1700e-003	0.0000	69.9832
Worker	0.0471	0.0353	0.4063	1.2300e-003	0.0768	1.0200e-003	0.0779	0.0214	9.4000e-004	0.0224	0.0000	111.2545	111.2545	3.0600e-003	0.0000	111.3311
Total	**0.0554**	**0.3034**	**0.4787**	**1.9500e-003**	**0.0890**	**1.5200e-003**	**0.0905**	**0.0252**	**1.4200e-003**	**0.0266**	**0.0000**	**181.1333**	**181.1333**	**7.2300e-003**	**0.0000**	**181.3142**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

Off-Road	0.1820	1.3994	1.5070	2.6400e-003		0.0615	0.0615		0.0594	0.0594	0.0000	217.0110	217.0110	0.0369	0.0000	217.9322
Total	**0.1820**	**1.3994**	**1.5070**	**2.6400e-003**		**0.0615**	**0.0615**		**0.0594**	**0.0594**	**0.0000**	**217.0110**	**217.0110**	**0.0369**	**0.0000**	**217.9322**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.4402	0.1411	1.5100e-003	0.0391	5.1000e-004	0.0397	0.0113	4.9000e-004	0.0118	0.0000	147.0745	147.0745	8.0100e-003	0.0000	147.2748
Worker	0.0961	0.0693	0.8117	2.5800e-003	0.2776	2.1500e-003	0.2798	0.0737	1.9800e-003	0.0757	0.0000	232.8801	232.8801	6.0000e-003	0.0000	233.0300
Total	**0.1096**	**0.5095**	**0.9529**	**4.0900e-003**	**0.3168**	**2.6600e-003**	**0.3194**	**0.0850**	**2.4700e-003**	**0.0875**	**0.0000**	**379.9546**	**379.9546**	**0.0140**	**0.0000**	**380.3048**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1820	1.3994	1.5070	2.6400e-003		0.0615	0.0615		0.0594	0.0594	0.0000	217.0107	217.0107	0.0369	0.0000	217.9320
Total	**0.1820**	**1.3994**	**1.5070**	**2.6400e-003**		**0.0615**	**0.0615**		**0.0594**	**0.0594**	**0.0000**	**217.0107**	**217.0107**	**0.0369**	**0.0000**	**217.9320**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0135	0.4402	0.1411	1.5100e-003	0.0264	5.1000e-004	0.0269	8.1700e-003	4.9000e-004	8.6600e-003	0.0000	147.0745	147.0745	8.0100e-003	0.0000	147.2748
Worker	0.0961	0.0693	0.8117	2.5800e-003	0.1669	2.1500e-003	0.1691	0.0466	1.9800e-003	0.0486	0.0000	232.8801	232.8801	6.0000e-003	0.0000	233.0300
Total	**0.1096**	**0.5095**	**0.9529**	**4.0900e-003**	**0.1933**	**2.6600e-003**	**0.1960**	**0.0547**	**2.4700e-003**	**0.0572**	**0.0000**	**379.9546**	**379.9546**	**0.0140**	**0.0000**	**380.3048**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1244					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0100e-003	0.0137	0.0190	3.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	2.6809	2.6809	1.6000e-004	0.0000	2.6849
Total	**0.1264**	**0.0137**	**0.0190**	**3.0000e-005**		**7.4000e-004**	**7.4000e-004**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**2.6809**	**2.6809**	**1.6000e-004**	**0.0000**	**2.6849**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	1.2100e-003	0.0141	4.0000e-005	4.8300e-003	4.0000e-005	4.8700e-003	1.2800e-003	3.0000e-005	1.3200e-003	0.0000	4.0539	4.0539	1.0000e-004	0.0000	4.0565
Total	**1.6700e-003**	**1.2100e-003**	**0.0141**	**4.0000e-005**	**4.8300e-003**	**4.0000e-005**	**4.8700e-003**	**1.2800e-003**	**3.0000e-005**	**1.3200e-003**	**0.0000**	**4.0539**	**4.0539**	**1.0000e-004**	**0.0000**	**4.0565**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1244					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0100e-003	0.0137	0.0190	3.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004	0.0000	2.6809	2.6809	1.6000e-004	0.0000	2.6849
Total	**0.1264**	**0.0137**	**0.0190**	**3.0000e-005**		**7.4000e-004**	**7.4000e-004**		**7.4000e-004**	**7.4000e-004**	**0.0000**	**2.6809**	**2.6809**	**1.6000e-004**	**0.0000**	**2.6849**

Mitigated Construction Off-Site

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

Worker	1.6700e-003	1.2100e-003	0.0141	4.0000e-005	2.9100e-003	4.0000e-005	2.9400e-003	8.1000e-004	3.0000e-005	8.5000e-004	0.0000	4.0539	4.0539	1.0000e-004	0.0000	4.0565
Total	**1.6700e-003**	**1.2100e-003**	**0.0141**	**4.0000e-005**	**2.9100e-003**	**4.0000e-005**	**2.9400e-003**	**8.1000e-004**	**3.0000e-005**	**8.5000e-004**	**0.0000**	**4.0539**	**4.0539**	**1.0000e-004**	**0.0000**	**4.0565**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3850					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8700e-003	0.0396	0.0588	1.0000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	8.2981	8.2981	4.7000e-004	0.0000	8.3098
Total	**0.3908**	**0.0396**	**0.0588**	**1.0000e-004**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**	**0.0000**	**8.2981**	**8.2981**	**4.7000e-004**	**0.0000**	**8.3098**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9100e-003	3.4100e-003	0.0407	1.3000e-004	0.0150	1.1000e-004	0.0151	3.9700e-003	1.1000e-004	4.0800e-003	0.0000	12.1586	12.1586	3.0000e-004	0.0000	12.1660
Total	**4.9100e-003**	**3.4100e-003**	**0.0407**	**1.3000e-004**	**0.0150**	**1.1000e-004**	**0.0151**	**3.9700e-003**	**1.1000e-004**	**4.0800e-003**	**0.0000**	**12.1586**	**12.1586**	**3.0000e-004**	**0.0000**	**12.1660**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3850					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.8700e-003	0.0396	0.0588	1.0000e-004		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	8.2981	8.2981	4.7000e-004	0.0000	8.3098
Total	**0.3908**	**0.0396**	**0.0588**	**1.0000e-004**		**1.9800e-003**	**1.9800e-003**		**1.9800e-003**	**1.9800e-003**	**0.0000**	**8.2981**	**8.2981**	**4.7000e-004**	**0.0000**	**8.3098**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9100e-003	3.4100e-003	0.0407	1.3000e-004	8.9900e-003	1.1000e-004	9.1100e-003	2.5100e-003	1.1000e-004	2.6100e-003	0.0000	12.1586	12.1586	3.0000e-004	0.0000	12.1660
Total	**4.9100e-003**	**3.4100e-003**	**0.0407**	**1.3000e-004**	**8.9900e-003**	**1.1000e-004**	**9.1100e-003**	**2.5100e-003**	**1.1000e-004**	**2.6100e-003**	**0.0000**	**12.1586**	**12.1586**	**3.0000e-004**	**0.0000**	**12.1660**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2017	0.9429	2.7958	0.0111	0.9695	8.4300e-003	0.9779	0.2598	7.8300e-003	0.2677	0.0000	1,024.0527	1,024.0527	0.0486	0.0000	1,025.2682
Unmitigated	0.2017	0.9429	2.7958	0.0111	0.9695	8.4300e-003	0.9779	0.2598	7.8300e-003	0.2677	0.0000	1,024.0527	1,024.0527	0.0486	0.0000	1,025.2682

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	748.00	748.00	748.00	2,554,483	2,554,483
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	748.00	748.00	748.00	2,554,483	2,554,483

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	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
Apartments Mid Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850
Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,050.7381	1,050.7381	0.0248	5.1300e-003	1,052.8885
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,050.7381	1,050.7381	0.0248	5.1300e-003	1,052.8885
NaturalGas Mitigated	8.7500e-003	0.0748	0.0318	4.8000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	86.5658	86.5658	1.6600e-003	1.5900e-003	87.0802
NaturalGas Unmitigated	8.7500e-003	0.0748	0.0318	4.8000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	86.5658	86.5658	1.6600e-003	1.5900e-003	87.0802

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.62218e+006	8.7500e-003	0.0748	0.0318	4.8000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	86.5658	86.5658	1.6600e-003	1.5900e-003	87.0802
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		**8.7500e-003**	**0.0748**	**0.0318**	**4.8000e-004**		**6.0400e-003**	**6.0400e-003**		**6.0400e-003**	**6.0400e-003**	**0.0000**	**86.5658**	**86.5658**	**1.6600e-003**	**1.5900e-003**	**87.0802**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.62218e+006	8.7500e-003	0.0748	0.0318	4.8000e-004		6.0400e-003	6.0400e-003		6.0400e-003	6.0400e-003	0.0000	86.5658	86.5658	1.6600e-003	1.5900e-003	87.0802
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		**8.7500e-003**	**0.0748**	**0.0318**	**4.8000e-004**		**6.0400e-003**	**6.0400e-003**		**6.0400e-003**	**6.0400e-003**	**0.0000**	**86.5658**	**86.5658**	**1.6600e-003**	**1.5900e-003**	**87.0802**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	696974	388.1878	9.1700e-003	1.9000e-003	388.9822
Enclosed Parking with Elevator	1.18958e+006	662.5503	0.0157	3.2400e-003	663.9063
Total		**1,050.7381**	**0.0248**	**5.1400e-003**	**1,052.8885**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	696974	388.1878	9.1700e-003	1.9000e-003	388.9822

Enclosed Parking with Elevator	1.18958e+006	662.5503	0.0157	3.2400e-003	663.9063
Total		**1,050.7381**	**0.0248**	**5.1400e-003**	**1,052.8885**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6745	0.0209	1.8169	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	2.9699	2.9699	2.8600e-003	0.0000	3.0413
Unmitigated	0.6745	0.0209	1.8169	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	2.9699	2.9699	2.8600e-003	0.0000	3.0413

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0509					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5688					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	0.0548	0.0209	1.8169	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	2.9699	2.9699	2.8600e-003	0.0000	3.0413
Total	**0.6745**	**0.0209**	**1.8169**	**1.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**2.9699**	**2.9699**	**2.8600e-003**	**0.0000**	**3.0413**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0509					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5688					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	0.0548	0.0209	1.8169	1.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	2.9699	2.9699	2.8600e-003	0.0000	3.0413
Total	**0.6745**	**0.0209**	**1.8169**	**1.0000e-004**		**0.0101**	**0.0101**		**0.0101**	**0.0101**	**0.0000**	**2.9699**	**2.9699**	**2.8600e-003**	**0.0000**	**3.0413**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	131.5333	0.3767	9.4500e-003	143.7656
Unmitigated	131.5333	0.3767	9.4500e-003	143.7656

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.4671 / 7.22926	131.5333	0.3767	9.4500e-003	143.7656
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**131.5333**	**0.3767**	**9.4500e-003**	**143.7656**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	11.4671 / 7.22926	131.5333	0.3767	9.4500e-003	143.7656
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**131.5333**	**0.3767**	**9.4500e-003**	**143.7656**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	16.4342	0.9712	0.0000	40.7149
Unmitigated	16.4342	0.9712	0.0000	40.7149

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	80.96	16.4342	0.9712	0.0000	40.7149
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**16.4342**	**0.9712**	**0.0000**	**40.7149**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Apartments Mid Rise	80.96	16.4342	0.9712	0.0000	40.7149
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**16.4342**	**0.9712**	**0.0000**	**40.7149**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2217-2235 Sunset 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
Enclosed Parking with Elevator	203.00	1000sqft	0.00	203,000.00	0
Apartments Mid Rise	176.00	Dwelling Unit	1.14	153,781.00	426

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2024
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Developer information. Population estimate from Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Construction Phase - Developer information

Trips and VMT - Developer information

Demolition - Developer information

Grading - Developer information

Vehicle Trips - Linscott Law & Greenspan, Transportation Assessment Report, 2217-2235 Sunset Boulevard Residential Project; July 2020

Woodstoves - Developer information

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstructionPhase	NumDays	10.00	86.00
tblConstructionPhase	NumDays	200.00	349.00
tblConstructionPhase	NumDays	20.00	44.00
tblConstructionPhase	NumDays	4.00	86.00
tblConstructionPhase	NumDays	2.00	43.00
tblFireplaces	NumberGas	149.60	0.00
tblFireplaces	NumberNoFireplace	17.60	176.00
tblFireplaces	NumberWood	8.80	0.00
tblGrading	AcresOfGrading	32.25	2.70
tblGrading	AcresOfGrading	21.50	1.00
tblGrading	MaterialExported	0.00	47,000.00
tblLandUse	LandUseSquareFeet	176,000.00	153,781.00
tblLandUse	LotAcreage	4.66	0.00
tblLandUse	LotAcreage	4.63	1.14
tblLandUse	Population	503.00	426.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblTripsAndVMT	HaulingTripLength	20.00	40.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	6.39	4.25
tblVehicleTrips	SU_TR	5.86	4.25
tblVehicleTrips	WD_TR	6.65	4.25
tblWoodstoves	NumberCatalytic	8.80	0.00
tblWoodstoves	NumberNoncatalytic	8.80	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0866	20.6768	15.2148	0.0285	0.7150	1.0454	1.7604	0.1384	0.9758	1.1141	0.0000	2,785.5554	2,785.5554	0.6190	0.0000	2,801.0306
2022	2.7539	40.5283	21.2990	0.1120	7.0887	0.8420	7.7032	3.1737	0.7867	3.7426	0.0000	12,001.1191	12,001.1191	1.1295	0.0000	12,029.3555
2023	12.2142	15.9015	20.4486	0.0557	2.7026	0.5369	3.2395	0.7243	0.5177	1.2420	0.0000	5,449.8901	5,449.8901	0.4705	0.0000	5,461.6534
2024	12.1943	1.3208	3.0292	7.0400e-003	0.4695	0.0644	0.5339	0.1245	0.0642	0.1887	0.0000	687.0856	687.0856	0.0257	0.0000	687.7286
Maximum	**12.2142**	**40.5283**	**21.2990**	**0.1120**	**7.0887**	**1.0454**	**7.7032**	**3.1737**	**0.9758**	**3.7426**	**0.0000**	**12,001.1191**	**12,001.1191**	**1.1295**	**0.0000**	**12,029.3555**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	2.0866	20.6768	15.2148	0.0285	0.3271	1.0454	1.3725	0.0696	0.9758	1.0454	0.0000	2,785.5554	2,785.5554	0.6190	0.0000	2,801.0306
2022	2.7539	40.5283	21.2990	0.1120	3.3190	0.8420	3.9335	1.3900	0.7867	1.9589	0.0000	12,001.1191	12,001.1191	1.1295	0.0000	12,029.3555
2023	12.2142	15.9015	20.4486	0.0557	1.6458	0.5369	2.1828	0.4649	0.5177	0.9826	0.0000	5,449.8901	5,449.8901	0.4705	0.0000	5,461.6534
2024	12.1943	1.3208	3.0292	7.0400e-003	0.2817	0.0644	0.3462	0.0784	0.0642	0.1426	0.0000	687.0856	687.0856	0.0257	0.0000	687.7286
Maximum	**12.2142**	**40.5283**	**21.2990**	**0.1120**	**3.3190**	**1.0454**	**3.9335**	**1.3900**	**0.9758**	**1.9589**	**0.0000**	**12,001.1191**	**12,001.1191**	**1.1295**	**0.0000**	**12,029.3555**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.22**	**0.00**	**40.81**	**51.86**	**0.00**	**34.32**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197
Energy	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
Mobile	1.1336	5.0932	15.1265	0.0600	5.4315	0.0465	5.4780	1.4534	0.0432	1.4966		6,117.2831	6,117.2831	0.2955		6,124.6698
Total	**5.0157**	**5.6702**	**29.8356**	**0.0634**	**5.4315**	**0.1601**	**5.5916**	**1.4534**	**0.1568**	**1.6102**	**0.0000**	**6,666.3354**	**6,666.3354**	**0.3307**	**9.5900e-003**	**6,677.4592**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197
Energy	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
Mobile	1.1336	5.0932	15.1265	0.0600	5.4315	0.0465	5.4780	1.4534	0.0432	1.4966		6,117.2831	6,117.2831	0.2955		6,124.6698
Total	**5.0157**	**5.6702**	**29.8356**	**0.0634**	**5.4315**	**0.1601**	**5.5916**	**1.4534**	**0.1568**	**1.6102**	**0.0000**	**6,666.3354**	**6,666.3354**	**0.3307**	**9.5900e-003**	**6,677.4592**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	12/1/2021	1/31/2022	5	44	
2	Grading	Grading	2/1/2022	5/31/2022	5	86	
3	Site Preparation	Site Preparation	6/1/2022	7/31/2022	5	43	Trenching
4	Building Construction	Building Construction	8/1/2022	11/30/2023	5	349	
5	Architectural Coating	Architectural Coating	12/1/2023	3/31/2024	5	86	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 2.7

Acres of Paving: 0

Residential Indoor: 311,407; Residential Outdoor: 103,802; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 12,180

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	91.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	5,875.00	14.70	6.90	40.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	212.00	52.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	42.00	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 - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4474	0.0000	0.4474	0.0678	0.0000	0.0678			0.0000			0.0000

Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715		2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.4474**	**1.0409**	**1.4883**	**0.0678**	**0.9715**	**1.0392**		**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0316	0.9378	0.2435	2.9800e-003	0.1222	3.3600e-003	0.1256	0.0321	3.2100e-003	0.0353		323.4457	323.4457	0.0210		323.9696
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	0.0620	0.0424	0.4787	1.4000e-003	0.1453	1.1700e-003	0.1465	0.0385	1.0800e-003	0.0396		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.0936**	**0.9802**	**0.7223**	**4.3800e-003**	**0.2675**	**4.5300e-003**	**0.2721**	**0.0706**	**4.2900e-003**	**0.0749**		**462.8383**	**462.8383**	**0.0251**		**463.4648**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1658	0.0000	0.1658	0.0251	0.0000	0.0251			0.0000			0.0000
Off-Road	1.9930	19.6966	14.4925	0.0241		1.0409	1.0409		0.9715	0.9715	0.0000	2,322.7171	2,322.7171	0.5940		2,337.5658
Total	**1.9930**	**19.6966**	**14.4925**	**0.0241**	**0.1658**	**1.0409**	**1.2067**	**0.0251**	**0.9715**	**0.9966**	**0.0000**	**2,322.7171**	**2,322.7171**	**0.5940**		**2,337.5658**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0316	0.9378	0.2435	2.9800e-003	0.0741	3.3600e-003	0.0775	0.0203	3.2100e-003	0.0235		323.4457	323.4457	0.0210		323.9696
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	0.0620	0.0424	0.4787	1.4000e-003	0.0872	1.1700e-003	0.0884	0.0243	1.0800e-003	0.0254		139.3926	139.3926	4.1000e-003		139.4952
Total	**0.0936**	**0.9802**	**0.7223**	**4.3800e-003**	**0.1613**	**4.5300e-003**	**0.1658**	**0.0445**	**4.2900e-003**	**0.0488**		**462.8383**	**462.8383**	**0.0251**		**463.4648**

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4474	0.0000	0.4474	0.0678	0.0000	0.0678			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829		2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.4474**	**0.8379**	**1.2853**	**0.0678**	**0.7829**	**0.8506**		**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Unmitigated Construction Off-Site

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

Hauling	0.0301	0.8628	0.2413	2.9400e-003	0.1322	2.9200e-003	0.1351	0.0345	2.8000e-003	0.0373		319.5047	319.5047	0.0208		320.0237
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	0.0582	0.0383	0.4409	1.3500e-003	0.1453	1.1400e-003	0.1465	0.0385	1.0500e-003	0.0396		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0884**	**0.9011**	**0.6822**	**4.2900e-003**	**0.2775**	**4.0600e-003**	**0.2816**	**0.0731**	**3.8500e-003**	**0.0769**		**453.9987**	**453.9987**	**0.0245**		**454.6103**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1658	0.0000	0.1658	0.0251	0.0000	0.0251			0.0000			0.0000
Off-Road	1.6889	16.6217	13.9605	0.0241		0.8379	0.8379		0.7829	0.7829	0.0000	2,323.4168	2,323.4168	0.5921		2,338.2191
Total	**1.6889**	**16.6217**	**13.9605**	**0.0241**	**0.1658**	**0.8379**	**1.0037**	**0.0251**	**0.7829**	**0.8080**	**0.0000**	**2,323.4168**	**2,323.4168**	**0.5921**		**2,338.2191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0301	0.8628	0.2413	2.9400e-003	0.0795	2.9200e-003	0.0824	0.0216	2.8000e-003	0.0244		319.5047	319.5047	0.0208		320.0237
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	0.0582	0.0383	0.4409	1.3500e-003	0.0872	1.1400e-003	0.0883	0.0243	1.0500e-003	0.0253		134.4940	134.4940	3.7000e-003		134.5866
Total	**0.0884**	**0.9011**	**0.6822**	**4.2900e-003**	**0.1667**	**4.0600e-003**	**0.1707**	**0.0459**	**3.8500e-003**	**0.0497**		**453.9987**	**453.9987**	**0.0245**		**454.6103**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6117	0.0000	4.6117	2.4956	0.0000	2.4956			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759		1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**4.6117**	**0.5173**	**5.1289**	**2.4956**	**0.4759**	**2.9715**		**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9952	28.5001	7.9691	0.0971	2.3877	0.0965	2.4842	0.6544	0.0923	0.7467		10,553.5337	10,553.5337	0.6858		10,570.6779
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	0.0358	0.0236	0.2713	8.3000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		82.7656	82.7656	2.2800e-003		82.8225
Total	**1.0311**	**28.5236**	**8.2405**	**0.0980**	**2.4771**	**0.0972**	**2.5743**	**0.6781**	**0.0930**	**0.7711**		**10,636.2993**	**10,636.2993**	**0.6881**		**10,653.5004**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7086	0.0000	1.7086	0.9246	0.0000	0.9246			0.0000			0.0000
Off-Road	1.0832	12.0046	5.9360	0.0141		0.5173	0.5173		0.4759	0.4759	0.0000	1,364.8198	1,364.8198	0.4414		1,375.8551
Total	**1.0832**	**12.0046**	**5.9360**	**0.0141**	**1.7086**	**0.5173**	**2.2259**	**0.9246**	**0.4759**	**1.4005**	**0.0000**	**1,364.8198**	**1,364.8198**	**0.4414**		**1,375.8551**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.9952	28.5001	7.9691	0.0971	1.5567	0.0965	1.6532	0.4504	0.0923	0.5428		10,553.5337	10,553.5337	0.6858		10,570.6779
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	0.0358	0.0236	0.2713	8.3000e-004	0.0537	7.0000e-004	0.0544	0.0149	6.4000e-004	0.0156		82.7656	82.7656	2.2800e-003		82.8225
Total	**1.0311**	**28.5236**	**8.2405**	**0.0980**	**1.6104**	**0.0972**	**1.7076**	**0.4654**	**0.0930**	**0.5583**		**10,636.2993**	**10,636.2993**	**0.6881**		**10,653.5004**

3.4 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.2940	0.0000	5.2940	2.8991	0.0000	2.8991			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727		1,666.1738	1,666.1738	0.5389		1,679.6457

Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**5.2940**	**0.6225**	**5.9165**	**2.8991**	**0.5727**	**3.4718**		**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0358	0.0236	0.2713	8.3000e-004	0.0894	7.0000e-004	0.0901	0.0237	6.4000e-004	0.0244		82.7656	82.7656	2.2800e-003		82.8225
Total	**0.0358**	**0.0236**	**0.2713**	**8.3000e-004**	**0.0894**	**7.0000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**82.7656**	**82.7656**	**2.2800e-003**		**82.8225**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.9614	0.0000	1.9614	1.0741	0.0000	1.0741			0.0000			0.0000
Off-Road	1.3122	14.6277	7.0939	0.0172		0.6225	0.6225		0.5727	0.5727	0.0000	1,666.1738	1,666.1738	0.5389		1,679.6457
Total	**1.3122**	**14.6277**	**7.0939**	**0.0172**	**1.9614**	**0.6225**	**2.5839**	**1.0741**	**0.5727**	**1.6468**	**0.0000**	**1,666.1738**	**1,666.1738**	**0.5389**		**1,679.6457**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0358	0.0236	0.2713	8.3000e-004	0.0537	7.0000e-004	0.0544	0.0149	6.4000e-004	0.0156		82.7656	82.7656	2.2800e-003		82.8225
Total	**0.0358**	**0.0236**	**0.2713**	**8.3000e-004**	**0.0537**	**7.0000e-004**	**0.0544**	**0.0149**	**6.4000e-004**	**0.0156**		**82.7656**	**82.7656**	**2.2800e-003**		**82.8225**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689		2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**		**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Unmitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1558	4.7881	1.3820	0.0129	0.3329	9.3200e-003	0.3422	0.0959	8.9100e-003	0.1048		1,377.8455	1,377.8455	0.0866		1,380.0103
Worker	0.9494	0.6244	7.1905	0.0220	2.3697	0.0186	2.3882	0.6285	0.0171	0.6455		2,193.2872	2,193.2872	0.0604		2,194.7970
Total	**1.1052**	**5.4126**	**8.5725**	**0.0349**	**2.7026**	**0.0279**	**2.7305**	**0.7243**	**0.0260**	**0.7503**		**3,571.1327**	**3,571.1327**	**0.1470**		**3,574.8073**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6487	12.5031	12.7264	0.0221		0.5889	0.5889		0.5689	0.5689	0.0000	2,001.5429	2,001.5429	0.3486		2,010.2581
Total	**1.6487**	**12.5031**	**12.7264**	**0.0221**		**0.5889**	**0.5889**		**0.5689**	**0.5689**	**0.0000**	**2,001.5429**	**2,001.5429**	**0.3486**		**2,010.2581**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1558	4.7881	1.3820	0.0129	0.2238	9.3200e-003	0.2331	0.0691	8.9100e-003	0.0780		1,377.8455	1,377.8455	0.0866		1,380.0103
Worker	0.9494	0.6244	7.1905	0.0220	1.4220	0.0186	1.4406	0.3958	0.0171	0.4129		2,193.2872	2,193.2872	0.0604		2,194.7970
Total	**1.1052**	**5.4126**	**8.5725**	**0.0349**	**1.6458**	**0.0279**	**1.6737**	**0.4649**	**0.0260**	**0.4909**		**3,571.1327**	**3,571.1327**	**0.1470**		**3,574.8073**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968		2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**		**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1157	3.6264	1.2280	0.0125	0.3329	4.4300e-003	0.3374	0.0959	4.2300e-003	0.1001		1,335.0548	1,335.0548	0.0762		1,336.9606
Worker	0.8945	0.5648	6.6095	0.0212	2.3697	0.0180	2.3877	0.6285	0.0166	0.6450		2,113.0476	2,113.0476	0.0544		2,114.4071
Total	**1.0102**	**4.1912**	**7.8375**	**0.0337**	**2.7026**	**0.0225**	**2.7250**	**0.7243**	**0.0208**	**0.7451**		**3,448.1024**	**3,448.1024**	**0.1306**		**3,451.3677**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5233	11.7104	12.6111	0.0221		0.5145	0.5145		0.4968	0.4968	0.0000	2,001.7877	2,001.7877	0.3399		2,010.2858
Total	**1.5233**	**11.7104**	**12.6111**	**0.0221**		**0.5145**	**0.5145**		**0.4968**	**0.4968**	**0.0000**	**2,001.7877**	**2,001.7877**	**0.3399**		**2,010.2858**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1157	3.6264	1.2280	0.0125	0.2238	4.4300e-003	0.2283	0.0691	4.2300e-003	0.0733		1,335.0548	1,335.0548	0.0762		1,336.9606
Worker	0.8945	0.5648	6.6095	0.0212	1.4220	0.0180	1.4400	0.3958	0.0166	0.4124		2,113.0476	2,113.0476	0.0544		2,114.4071
Total	**1.0102**	**4.1912**	**7.8375**	**0.0337**	**1.6458**	**0.0225**	**1.6683**	**0.4649**	**0.0208**	**0.4857**		**3,448.1024**	**3,448.1024**	**0.1306**		**3,451.3677**

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Total	**12.0370**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1772	0.1119	1.3094	4.2000e-003	0.4695	3.5700e-003	0.4730	0.1245	3.2900e-003	0.1278		418.6226	418.6226	0.0108		418.8920
Total	**0.1772**	**0.1119**	**1.3094**	**4.2000e-003**	**0.4695**	**3.5700e-003**	**0.4730**	**0.1245**	**3.2900e-003**	**0.1278**		**418.6226**	**418.6226**	**0.0108**		**418.8920**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**12.0370**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1772	0.1119	1.3094	4.2000e-003	0.2817	3.5700e-003	0.2853	0.0784	3.2900e-003	0.0817		418.6226	418.6226	0.0108		418.8920
Total	**0.1772**	**0.1119**	**1.3094**	**4.2000e-003**	**0.2817**	**3.5700e-003**	**0.2853**	**0.0784**	**3.2900e-003**	**0.0817**		**418.6226**	**418.6226**	**0.0108**		**418.8920**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	**12.0261**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.8443**

Unmitigated Construction Off-Site

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

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1682	0.1020	1.2190	4.0700e-003	0.4695	3.5200e-003	0.4730	0.1245	3.2400e-003	0.1277		405.6376	405.6376	9.8700e-003		405.8844
Total	**0.1682**	**0.1020**	**1.2190**	**4.0700e-003**	**0.4695**	**3.5200e-003**	**0.4730**	**0.1245**	**3.2400e-003**	**0.1277**		**405.6376**	**405.6376**	**9.8700e-003**		**405.8844**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	11.8454					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	**12.0261**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.8443**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1682	0.1020	1.2190	4.0700e-003	0.2817	3.5200e-003	0.2852	0.0784	3.2400e-003	0.0817		405.6376	405.6376	9.8700e-003		405.8844
Total	**0.1682**	**0.1020**	**1.2190**	**4.0700e-003**	**0.2817**	**3.5200e-003**	**0.2852**	**0.0784**	**3.2400e-003**	**0.0817**		**405.6376**	**405.6376**	**9.8700e-003**		**405.8844**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1336	5.0932	15.1265	0.0600	5.4315	0.0465	5.4780	1.4534	0.0432	1.4966		6,117.2831	6,117.2831	0.2955		6,124.6698
Unmitigated	1.1336	5.0932	15.1265	0.0600	5.4315	0.0465	5.4780	1.4534	0.0432	1.4966		6,117.2831	6,117.2831	0.2955		6,124.6698

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	748.00	748.00	748.00	2,554,483	2,554,483
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	748.00	748.00	748.00	2,554,483	2,554,483

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.00	19.00	41.00	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
Apartments Mid Rise	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

Enclosed Parking with Elevator	0.545348	0.044620	0.206559	0.118451	0.015002	0.006253	0.020617	0.031756	0.002560	0.002071	0.005217	0.000696	0.000850

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
NaturalGas Unmitigated	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4444.33	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
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
Total		**0.0479**	**0.4096**	**0.1743**	**2.6100e-003**		**0.0331**	**0.0331**		**0.0331**	**0.0331**		**522.8627**	**522.8627**	**0.0100**	**9.5900e-003**	**525.9698**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.44433	0.0479	0.4096	0.1743	2.6100e-003		0.0331	0.0331		0.0331	0.0331		522.8627	522.8627	0.0100	9.5900e-003	525.9698
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
Total		**0.0479**	**0.4096**	**0.1743**	**2.6100e-003**		**0.0331**	**0.0331**		**0.0331**	**0.0331**		**522.8627**	**522.8627**	**0.0100**	**9.5900e-003**	**525.9698**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197
Unmitigated	3.8342	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805	0.0000	26.1896	26.1896	0.0252	0.0000	26.8197

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2791					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1168					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	0.4383	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805		26.1896	26.1896	0.0252		26.8197
Total	**3.8342**	**0.1674**	**14.5348**	**7.7000e-004**		**0.0805**	**0.0805**		**0.0805**	**0.0805**	**0.0000**	**26.1896**	**26.1896**	**0.0252**	**0.0000**	**26.8197**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2791					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.1168					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	0.4383	0.1674	14.5348	7.7000e-004		0.0805	0.0805		0.0805	0.0805		26.1896	26.1896	0.0252		26.8197
Total	**3.8342**	**0.1674**	**14.5348**	**7.7000e-004**		**0.0805**	**0.0805**		**0.0805**	**0.0805**	**0.0000**	**26.1896**	**26.1896**	**0.0252**	**0.0000**	**26.8197**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

2217-2235 Sunset Boulevard Project
GHG Emissions Impact Compared to "No Action Taken" Scenario

Source	NAT (2024)	As Proposed (2024)	Reduction from NAT	Change from NAT
Area	3	3	-	0%
Energy	1,965	1,140	(825)	-42%
Mobile	1,460	1,025	(435)	-30%
Waste	41	41	-	0%
Water	144	144	-	0%
Construction	49	49	-	0%
Total Emissions	3,663	2,402	(1,261)	-34.4%

Land Use	NAT	As Proposed	Difference
Land Use	25,150 sf office, 5,028	176 DU	None
Traffic	Up to 648 net ADT	Up to 648 net 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 emission	Pavley emission standards (19.8% reduction)
	Low carbon fuel standard (7.2% reduction)
	Vehicle efficiency measures (2.8% reduction)
Energy Production Assu	Natural gas transmission and distribution efficiency measures (7.4% reduction)
	Natural gas extraction efficiency measures (1.6% reduction)
	Renewables (electricity) portfolio standard (33% reduction)

1. Tree Expert: Leonard Markowitz, Certified Arborist # WE 0342, PCA # 070070 1684 Meander Dr. Simi Valley, CA 93065 lenmtree@aol.com (805) 813-2134	
2. Prepared By: Len Markowitz	3: Prepared for: Mr. Greg Goldman Email: greg@cypressequity.com Phone: (310)-405- 0521 Address: Cypress Equity Investments, 12121 Wilshire Blvd., Suite 801 Los Angeles, CA. 90025
4. APN#: 5402-031-026, 5402-031-023 Location/geographic Description: Tract # 3862 M.B. 47/15 Lots 3,4,5,17,20 and lot 5 on Elsinore St. At the North/West corner of 2231 Sunset Blvd and 1121 Mohawk St. The land referred to herein below is situated in the city of Los Angeles, in the County of Los Angeles, State of California, and is described as follows: Parcels 1, 2 and 5, Lots 3, 4, 5 of tract 3862, in the city of Los Angeles, County of Los Angeles, State of California, as per map recorded in book 47, page(s) 15 of maps in the office of the recorder of said maps. Parcel 3 lot 5, parcel 4 lot 17, and 20 are recorded in book 28, page 47 of miscellaneous records.	
5. Date Prepared: 6-09-2020	6. Date Inspected:06-08-2020 Date Trees Tagged: 06-08-2020
7. PTR Purpose: The City of Los Angeles planner has asked to conduct a tree report which includes the location, type, size, and general condition of trees on-site and within public r-o-w. This report is being prepared at the request of the City of Los Angeles Board of Public Works and in accordance with the City of Los Angeles Protected Tree Ordinance No. 177.404.	
8. Table of Contents listed below this table	
9. Project Description and Background: Developer will remove all existing structures, grade and develop a multi-story, multi-unit residential structure with underground parking	
10: Square footage	

Entire property: 49,841 Sq. Ft.	Existing Footprint: 4,056 sq. ft.	Proposed Footprint:

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Extra thoughts (if applicable)	**Page**
All other documents pertaining to this Report	**Page**

If protected tree report is accepted, a Tree removal permit from www.MyLA311.com will be required for removals or planting in the parkway.

Report Summary:

I reviewed this property on 06-08-2020 at 9 AM. This is a multi-lot site with several residential and storage structures between Elsinore St, Mohawk St. and Sunset Blvd**.**

The entire site has numerus non-protected varieties of trees. ***The site did not have any protected varieties or Street trees*** .

There are 27 non-protected trees on the construction site with DBH over 8". There are 11 trees not considered for mitigation as they are: Palms, fruit trees or Yucca plants which leaves 16 tree to mitigate. These trees are numbered and noted on tree map and discussed with photos attached. There are several trees with DBH under 8" on site, these trees are noted on the tree map but not discussed or numbered.

All of these trees will have to be removed for development.

1121 Mohawk St. does not have any trees on site. APN: 5402-031-023

Just a note: there are several homeless on site. The neighbors are not happy with situation.

Leonard Markowitz

Certified Arborist, PCA

Field Observation:

I reviewed the site between 8:45 AM and 12:45 PM on 06-08-2020

I reported on 27 trees with DBH over 8". ***There were not any protected varieties on site.***

Of the 27 trees on site 11 were Yucca, Palm, or fruit or nut trees, leaving 16 trees to mitigate. The site has numerus under sized trees noted on tree map for removal. **The site has 2 APNs: 5402-031-023, 1121 Mohawk St. does not have reportable trees**.

There are trees on abutting lots noted on the tree map. These trees are off site. I do not believe protective fencing will be needed during construction.

All onsite trees will have to be removed for the development construction.

There are not any Street Trees on this site.

Recommendations and Mitigations:

The site has 16 trees which meet the cities requirement for replacement on a 1 for 1 basis. These trees should be chosen by and located by the Landscape architect.

Protected tree construction impact guidelines:

It is the goal of the City of the City of Los Angeles Protected Tree Ordinance – 177.404 to curb the destruction of our beautiful California native oaks (Quercus sp.), Western Sycamores (Platanus racemose), Southern California Black walnuts (Juglans californica), and California bay tree (Umbellaria californica), preserve the natural environment, and protect the City's plant life heritage.

The City of Los Angeles requires the following information to be present in every tree report submitted.

The following are general and specific Protected Tree care guidelines:

A. **Control of Diseases and Pests**
California native Oaks, Western sycamores, Southern California black walnut, and California bay tree are susceptible to numerous, indigenous insect pests and should be monitored regularly for possible damaging infestations.

During my visual, above-ground inspection I found no sign of Oak Root Fungus *(Armillaria mellea)*. Bleeding Canker Disease *(Phytophthora cactorum)* was not found. Note: Oak Root Fungus is the most serious problem of oaks in landscape settings (annual root collar inspections are recommended as a preventative measure).

B. **Protective Fencing During Grading or Construction**
Equipment damage to the limbs, trunks, and roots must be avoided. Protected trees should be given as much space as possible free from vehicle compaction and construction encroachments. Protective fencing is recommended to help prevent construction encroachments within the dripline of any native Protected Tree listed to remain. Fencing must be in place before construction begins (refer to "Mitigation Measures"). Fencing should be installed as close to the dripline as possible. The fencing is to remain in place until the project has been completed. The Project Arborist should inspect the trees and fencing at the completion of the project prior to dismantling the fencing.

C. Methods and Frequency of Pruning

California native Oak, Western sycamore trees, Southern California black walnut, California bay tree will grow beyond their ability to support themselves and may fail at a main crotch or limb attachment if not pruned for weight reduction. Oaks, and sycamores, black walnuts and bay trees in a residential or public setting must be maintained for public safety as well as tree longevity. Corrective pruning, thinning, raising, and deadwood removal should be accomplished every 3 - 5 years by Certified Tree Workers or Certified Arborists. Large oaks and sycamores, black walnuts and bay trees should be inspected on an annual basis for health and structural integrity. Installing support cables can help to prevent main crotch failures. These trees should be diligently maintained to help prevent limb or main crotch failures. All pruning should be performed in accordance with ANSI. A-300 Pruning Standards.

D. Frequency of Watering

California native Oaks, Southern California black walnut, Western sycamores and California bay tree and native plants have the inherent ability to survive through the cyclical droughts of our region and generally do not require supplemental irrigation. Oaks in residential settings are susceptible to serious problems from over-watering. Care should be taken to avoid placing any sprinkler devices within watering distance to the trunks of any oak. Grass or ground covers must not be planted next to the trunks. Residential oaks would benefit from a deep-watering during the months of June and/or November during years of drought conditions. A twelve-hour, slow application with a "soaker-hose" is an effective method of deep-watering.

E. Grading Restrictions Near the Driplines

Care must be taken to limit grade changes near the trunk areas. If possible, the grade should not be lowered or raised around oaks during construction activities. Note: even a 2" raise of grade at the root collar could result in an Oak Root Fungus infection. The soil level must be lowered if the root flare or collar is not visible. Trenching within the dripline should be avoided if possible. If trenching for utilities is required in this critical zone, the work should be monitored by a Certified Arborist and roots should by tunneled-around and protected.

F. Mitigation Measures

As this project proceeds, the following mitigation measures should apply. The Urban Forestry Division will review these recommended measures and concur with or adjust them as needed:

i. The tags numbering each tree on this site should not be removed until the project is completed. Palms tree are not tagged do to the dead leaf mass on all trunks. Trees are numbered on summary report and pictures attached.

ii. Clean-cut and treat any roots encountered during trenching that measure 1" diameter or larger. Protect and preserve by tunneling around all roots larger than 1" diameter.

iii. Construction waste-water, i.e., paint products cleaning fluids, thinner, concrete or concrete run-off, plastering materials, etc., should not be allowed to drain within the driplines of any of the trees to remain.

iv. It is the client/owner's responsibility to notify the Project Arborist to schedule any recommended monitoring of the trees on this site. Monitoring of on-site trees or newly-planted "mitigation" trees is no guarantee of tree survival or long-term tree health.

SUMMARY OF FIELD INSPECTION - Protected Trees / Non Protected Trees

Address: 22 25 Sunset Blvd. **APN:** 5402-031-026
Date: 6/8/2020 **Weather:** Warm
Time:

FORM								PHYSICAL CONDITION																	TREATMENT							RATING			RATING CODE
					SIZE																														
Tree Number	*Platanus Racemosa*	*Umbellularia Californica*	*Juglans Californica*	*Quercus Agrifolia*	*Trunk Diameter (Inches) 4.5 ft above base*	*Height (Feet)*	*Spread (Feet)*	*Tree Declining*	*Drought Stressed*	*Broken Hanging Limb(s)*	*Weak Main Crotch(s)*	*Sparse Foliage*	*Fire Damage*	*Cavity(s) in tree*	*Trunk Damage or Exudation*	*Hollow Trunk or Cavity*	*Mainstem Dieback*	*Insect Damaged*	*Diseased*	*Leaning*	*Soil Buildup at Base*	*Regrown Stump*	*Surface Roots*	*Safety Hazard*	*Safety Prune (Crown Reduction*	*Raise Canopy*	*Remove Deadwood*	*Insect Treatment*	*Disease Treatment*	*Cable / Brace*	*Replenish Nutrients*	*Health*	*Aesthetics & Conformity*	*Balance*	A = EXCELLENT B = GOOD C = FAIR D = POOR E = NEARLY DEAD F = DEAD R = Remove for Constrct I = Impacted T = Transplantable NT = Not Transplantable BMC = Below Main Crotch ***REMARKS***
1					26"	60'	12'																									C	B	A	R / Washintonia robusta Mexican fan palm
2					19	20	32	x	x												x											C	C	A	R/ erythina crista-galli Coral tree
3					6	14	12	x	x									x														D	D	D	R/ CITRUS
4					18	20	30																									A	A	A	R/ AVACADO
5					5,7,4	20	18	x																								C	B	B	R/ PECON
6					12	18	10	x	x																							D	D	D	R/ YUCCA
7					20	60	40																									C	C	C	R/EUCALYPTUS
8					32	60	40	x	x																							C	C	C	R/ EUCALYIPTUS
9					42	70	60																									B	B	B	R/ EUC. Citrodos
10					30	40	16																									A	A	A	R/Phoenis canariensis
11					40	30	45	x	x																							C	C	C	R/ Schinus molle
12					7,7	20	20	x	x																							C	C	C	R/ Ficus
13					24	60	30		x									x														C	C	C	R/ Eucalyptus
14					40	15	15	x	x																						x	D	D	D	R/ Yucca
15					12	12	7																									D	D	D	R/Yucca

SUMMARY OF FIELD INSPECTION - Protected Trees / Non Protected Trees

Address: _____ **pg 2**

Date: _____ **Weather:** _____

Time:

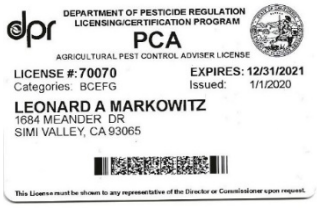
FORM								PHYSICAL CONDITION																	TREATMENT							RATING			RATING CODE
					SIZE																														
Tree Number	*Platanus Racemosa*	*Umbellularia Californica*	*Juglans Californica*	*Quercus Agrifolia*	*Trunk Diameter (Inches) 4.5 ft above base*	*Height (Feet)*	*Spread (Feet)*	*Tree Declining*	*Drought Stressed*	*Broken Hanging Limb(s)*	*Weak Main Crotch(s)*	*Sparse Foliage*	*Fire Damage*	*Cavity(s) in tree*	*Trunk Damage or Exudation*	*Hollow Trunk or Cavity*	*Mainstem Dieback*	*Insect Damaged*	*Diseased*	*Leaning*	*Soil Buildup at Base*	*Regrown Stump*	*Surface Roots*	*Safety Hazard*	*Safety Prune (Crown Reduction*	*Raise Canopy*	*Remove Deadwood*	*Insect Treatment*	*Disease Treatment*	*Cable / Brace*	*Replenish Nutrients*	*Health*	*Aesthetics & Conformity*	*Balance*	A = EXCELLENT B = GOOD C = FAIR D = POOR E = NEARLY DEAD F = DEAD R = Remove for Constrct I = Impacted T = Transplantable NT = Not Transplantable BMC = Below Main Crotch ***REMARKS***
16					30	12	10																									C	C	C	R/ Yucca
17					40	12	10																									D	D	D	R/Yucca
18					40	35	40																									D	D	D	R/ Schinus mole
19					14,6,6	30	12																									C	C	C	R/ juglans paradox
20					10,10	25	20																									A	B	A	R/ Ficus
21					4,4,4	11	15	x	x																							C	C	C	R/Olive
22					3,4,5	11	15	x	x																							D	D	D	R/ palo verde
23					20	25	20																									B	B	C	R/ Schinus mole
24					40	25	30																									B	B	C	R/ Schinus mole
25					30	45	30		x									x														B	B	C	R/Euc.
26					20,15	30	20		x									x														B	B	C	R/ EUC
27					3,4,6	15	12	x	x									x														C	C	D	R/ EUC

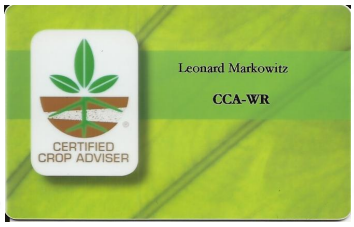
TABLE 1 : SUMMARY OF DATA (Protected trees 4" dia. or larger)

Total number of Protected trees on map	0
Total number of dead (or nearly dead) Protected trees	0
Total number of Protected trees to be removed not incl. dead trees	0
Total number of Protected trees to be impacted by construction within dripline.	0
Total number of Protected trees not dead, not removed or impacted	0

TABLE 2 : SCHEDULE OF PROPOSED REMOVALS (Protected trees)

				My Recommendation:		
Tree No.	Health Rating	General location	Reason for removal	Save	Remove	Re-locate





Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees. We recommend measures to enhance the beauty and health of trees. We attempt to reduce the risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek further advice.

Arborists cannot detect every condition that could lead to the structural failure of a tree. Trees are living organisms that fail in behavior we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period. Likewise, curative treatments, like any remedy cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live, congregate and gather near trees is to accept some degree of risk

TREE LIST:

#	Botanical Name	Common Name	DBH "	Height'	Spread'	Health
1.	Washingtonia robusta	Mexican fan palm	26	60	12	C
2.	Erythina crista –galli	Naked coral tree	19	20	32	C
3.	Citrus	Lemon	8	14	12	D
4.	Avocado	Avocado	18	20	30	A
5.	Pecan	Pecan	5,7,4	20	18	C
6.	Yucca gloriosa	Spanish dagger	12	18	10	D
7.	Eucalyptus sideroxyalon	Red ironbark	20	60	40	C
8.	Eucalyptus sideroxyalon	Red ironbark	32	60	40	C
9.	Eucalyptus citriodora	Lemon-scented euc.	42	70	60	B
10.	Phoenix canariensis	canary island palm	30	40	16	A
11.	Schinus molle	California pepper tree	40	30	45	A
12.	Ficus microcarpa	Indian laurel fig	7,7	20	20	C
13.	Eucalyptus citriodora	Lemon-scented euc.	24	60	30	C
14.	Yucca gloriosa	Spanish dagger	40	15	15	D
15.	Yucca gloriosa	Spanish dagger	12	12	7	D

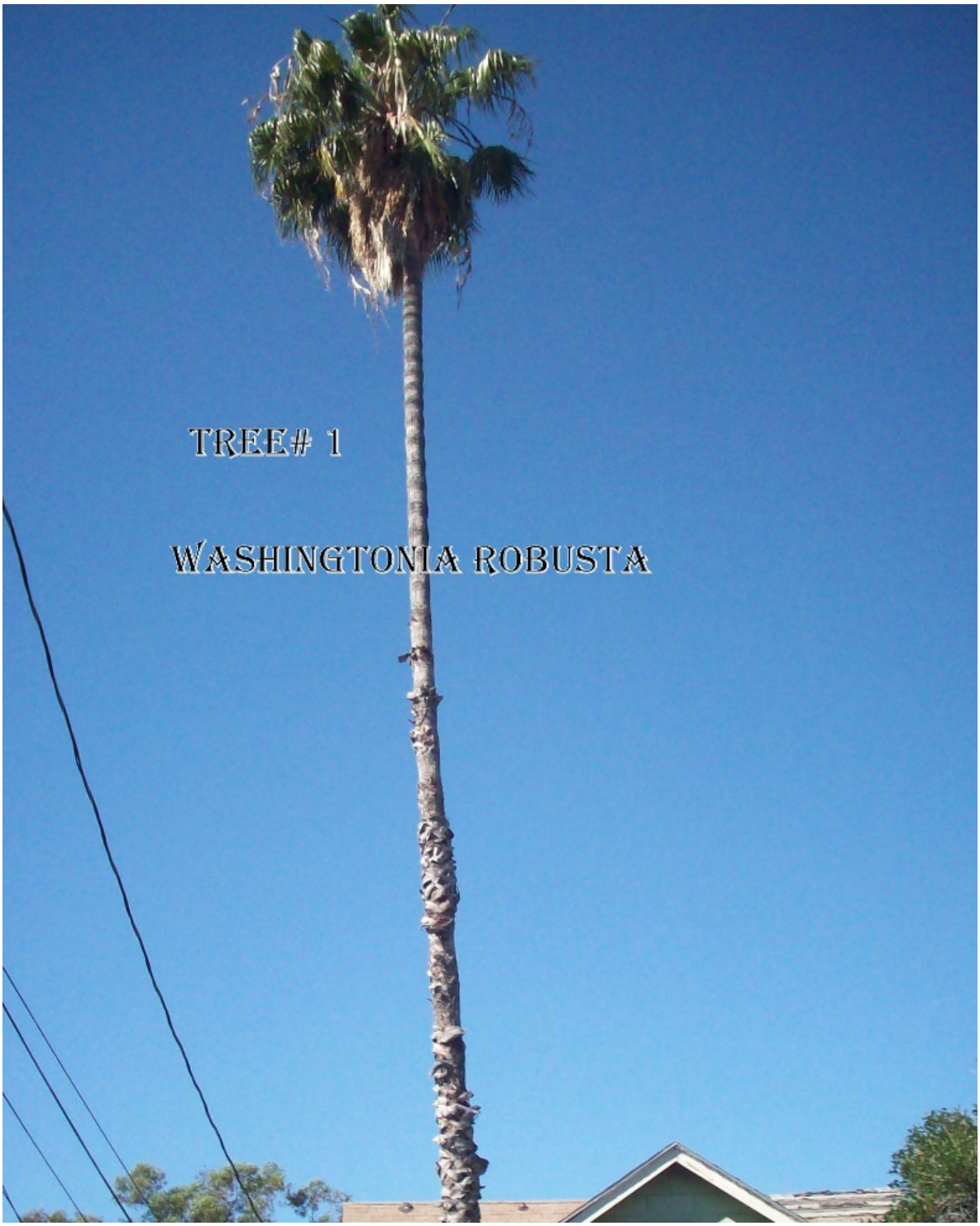
TREE LIST: Continued (pg. 2)

#	Botanical Name	Common Name	DBH "	Height'	Spread'	Health
16.	Yucca gloriosa	Spanish dagger	30	12	10	C
17.	Yucca gloriosa	Spanish dagger	40	12	10	D
18.	Schinus molle	California pepper tree	40	35	40	D
19.	Juglans paradox	Paradox walnut	10,10	25	20	C
20.	Ficus microcarpa	Indian laurel fig	14,6,6	30	12	A
21.	Olea europaea	Olive	4,4,4	11	15	C
22.	Cercidium "Desert museum"	Palo Verde	3,3,3,4,6	11	15	D
23.	Schinus molle	California pepper tree	20	25	20	B
24.	Schinus molle	California pepper tree	40	25	30	B
25.	Eucalyptus robusta	Swamp mahogany	30	45	30	B
26.	Eucalyptus robusta	Swamp mahogany	20,15	30	20	B
27.	Eucalyptus robusta	Swamp mahogany	3,4,6	15	12	C

Photographs of trees:

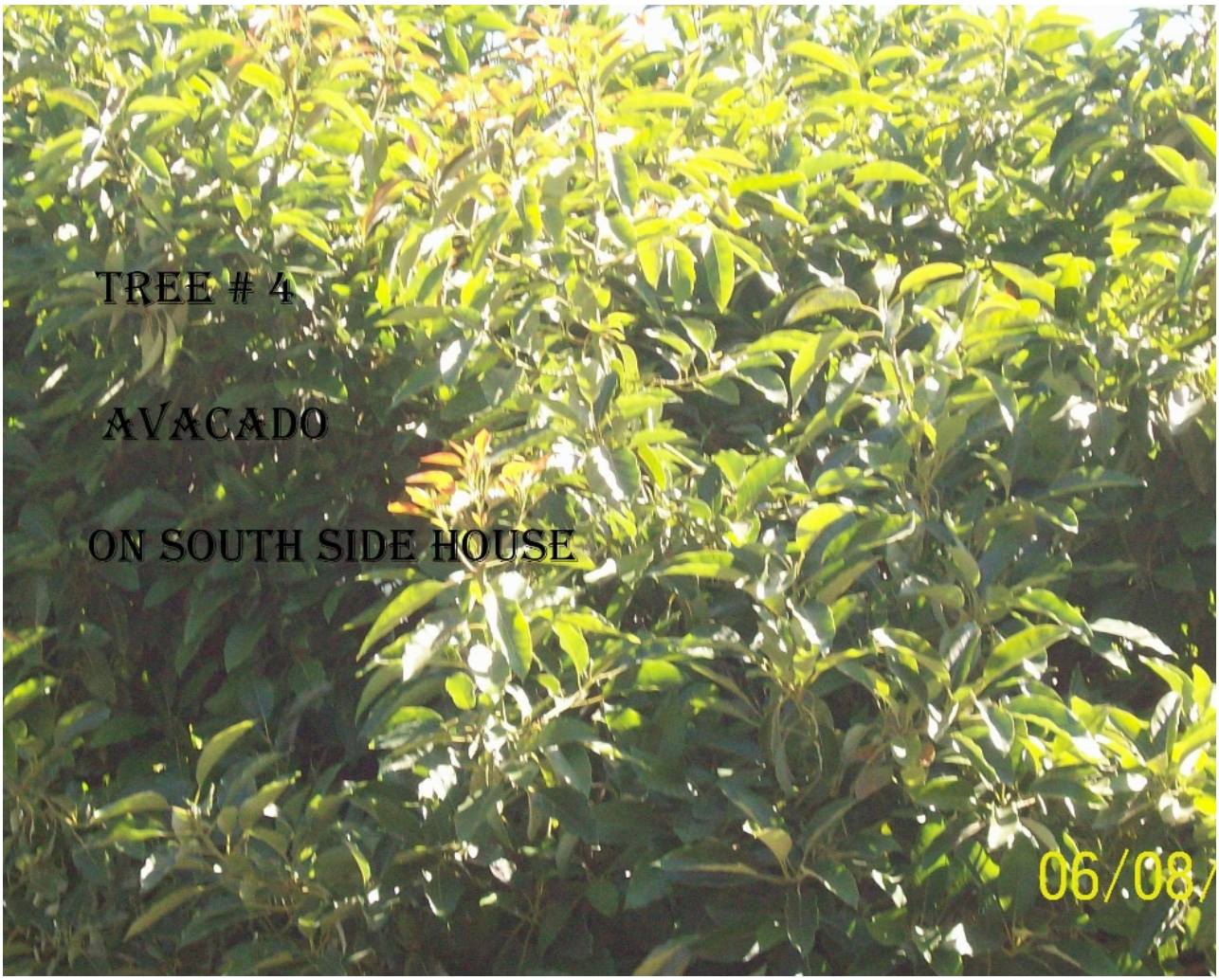
2225 SUNSET BLVD FACING NORTH
06/05/

VIEW SOUTH ON ELSINORE ST
WASHINGTONIA ROBUSTA
MEXICAN FAN PALM
TREE #1
ERYTHYNIA CRISTA-GALLI
TREE # 2
CORAL TREE
06/08/


TREE# 1
WASHINGTONIA ROBUSTA

CORAL TREE
TREE # 2
06/087

TREE #3
CITRUS
WEST SIDE HOUSE ON
FOUNDATION

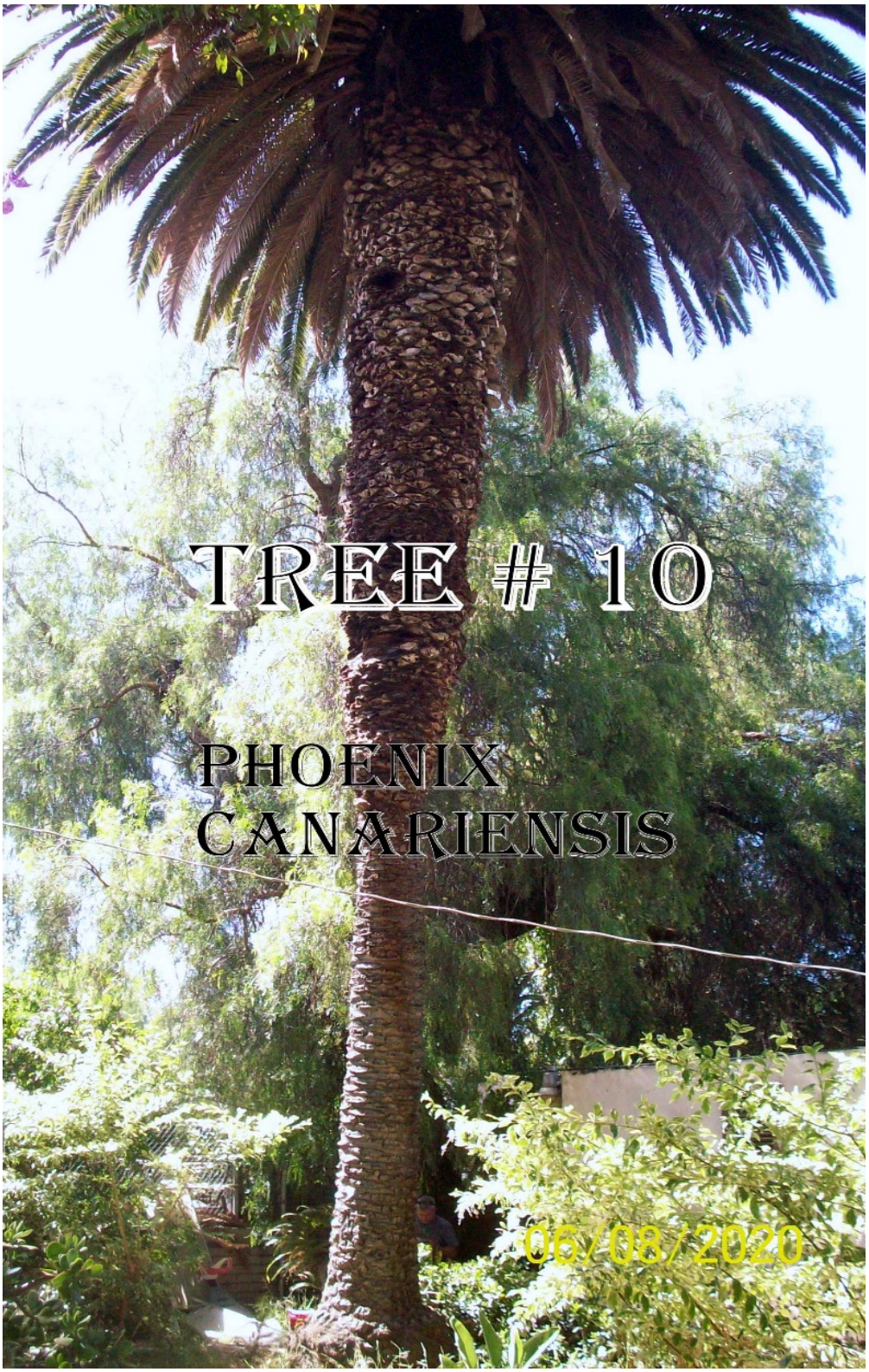

TREE # 4
AVACADO
ON SOUTH SIDE HOUSE
06/08/

TREE # 5
PECAN

TREE # 6 AND 15
YUCCA
SPANISH DAGGER

TREE # 7
TREE #8
EUCALYPTUS
06/08/2020

TREE # 9
EUCALYPTUS
CITRIDORA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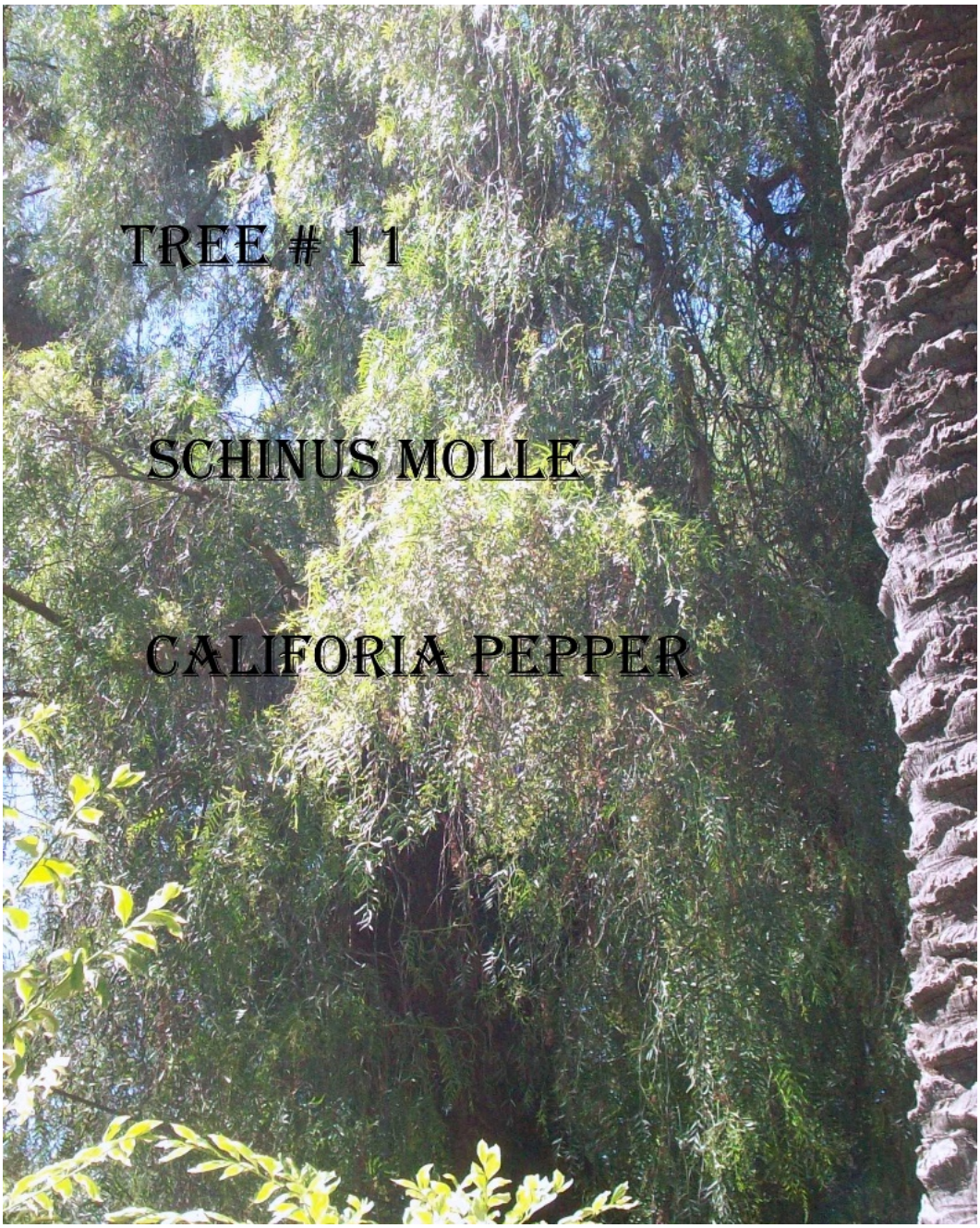
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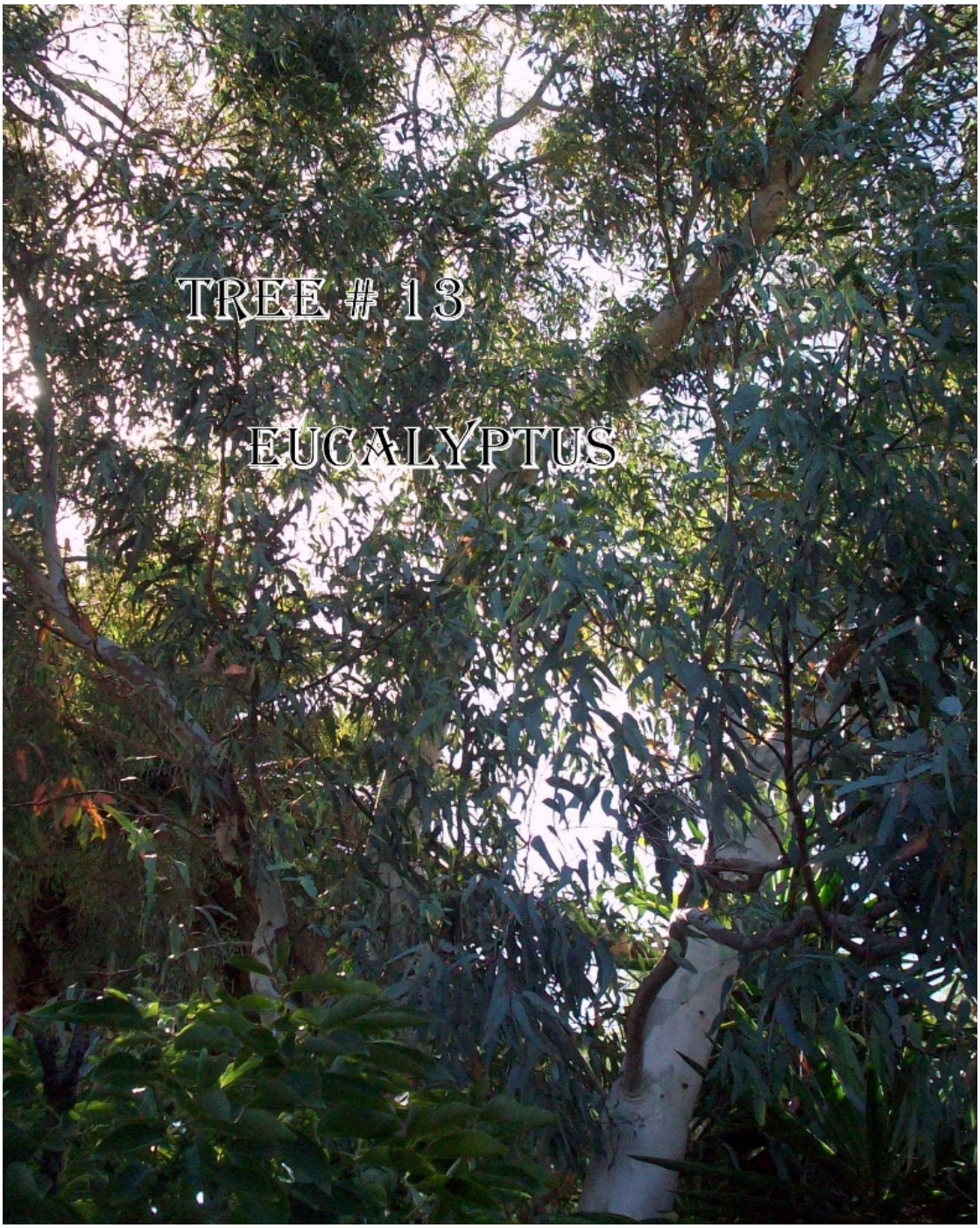
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TREE # 6 AND 15
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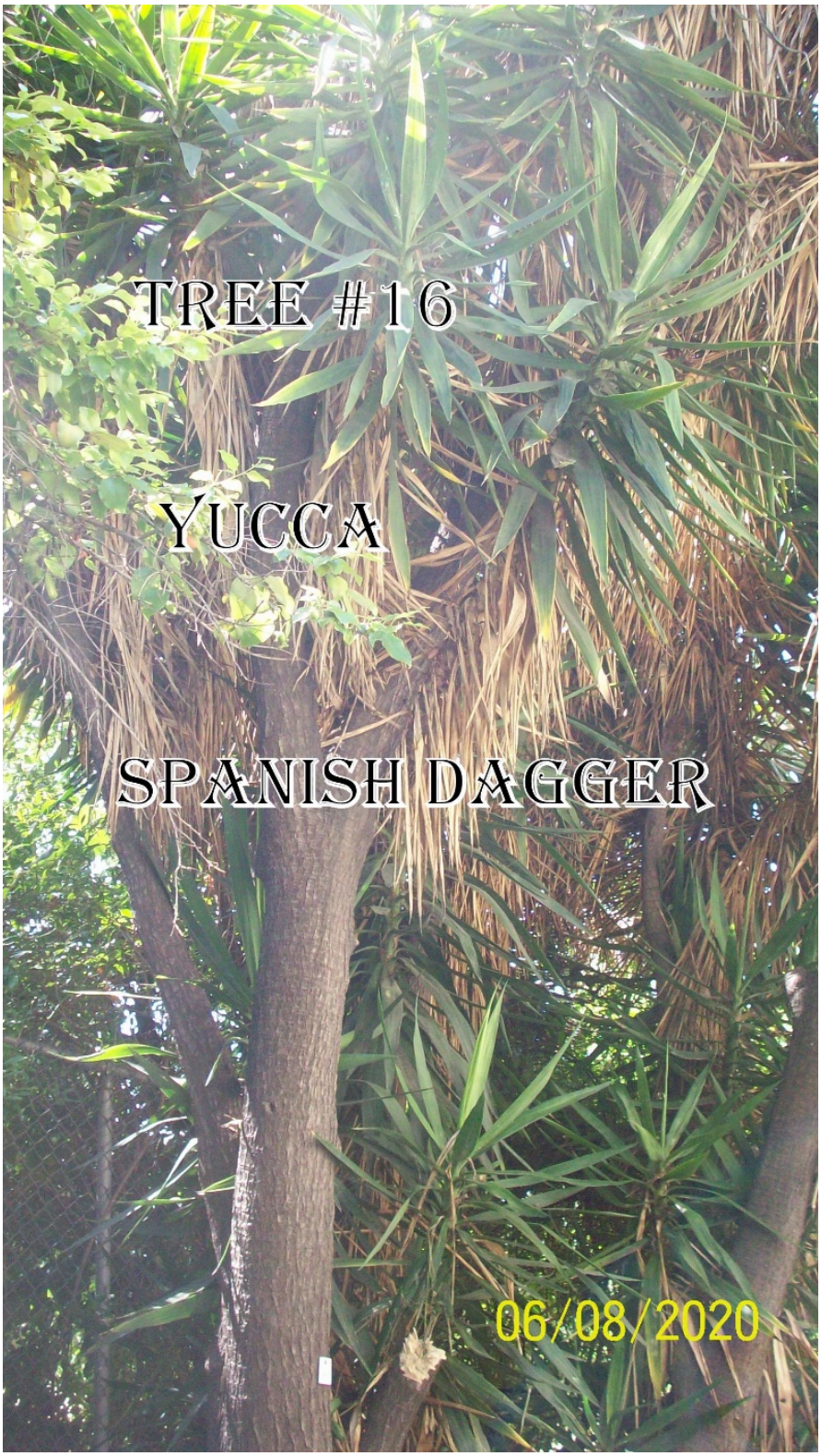
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06/08/2020

TREE # 17
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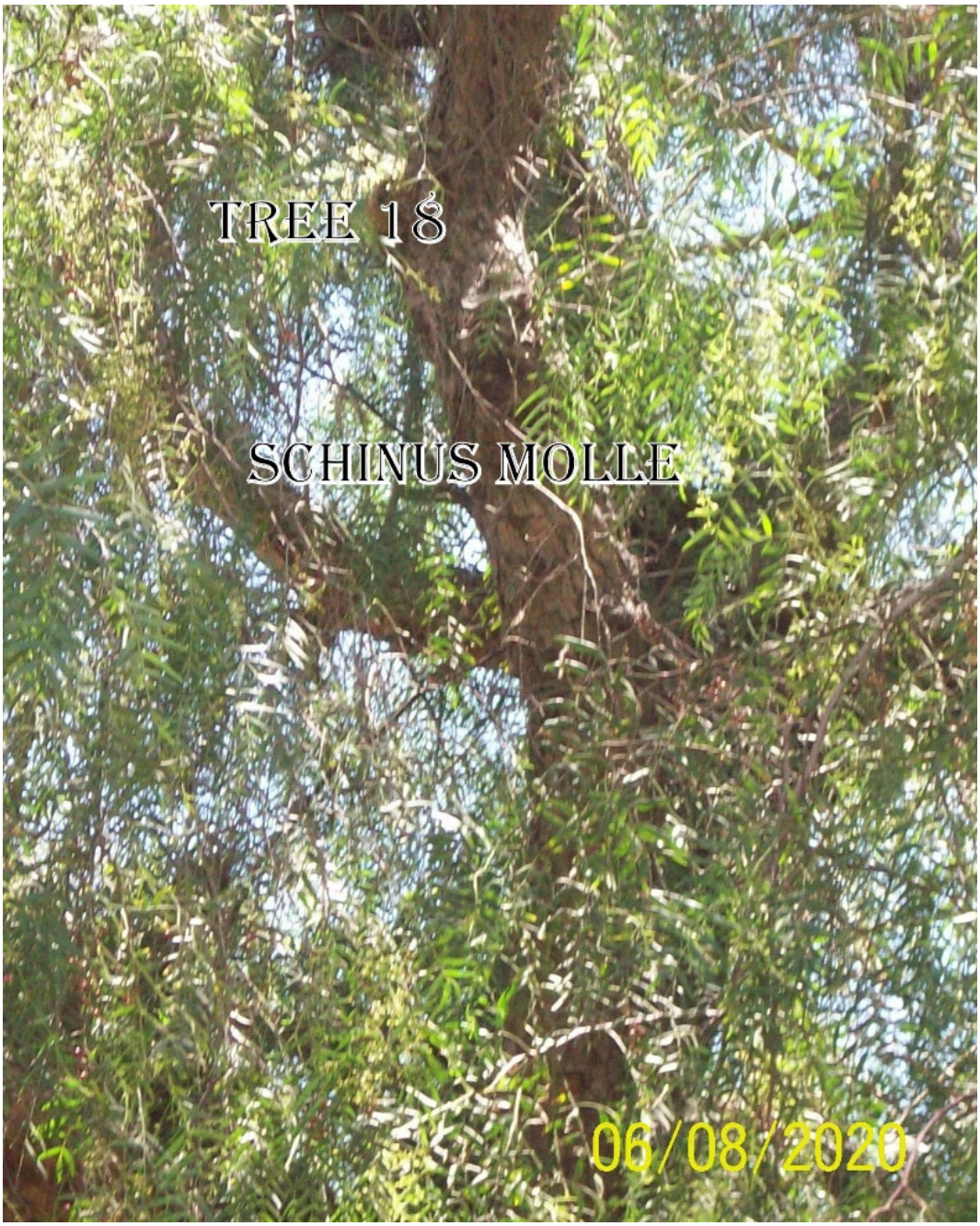
06/08/2020


TREE 18
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Tree # 19 Juglans paradox

Tree #20 Ficus

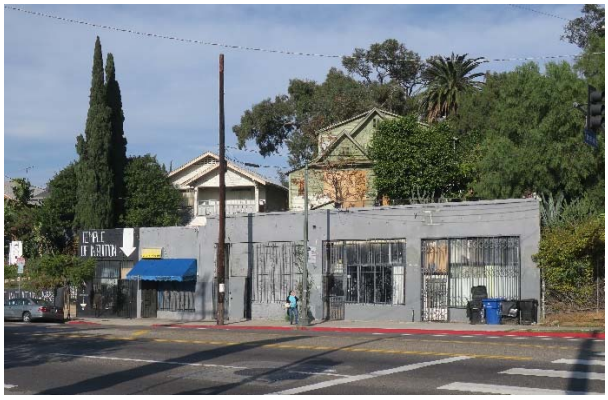
Tree # 21 OLIVE

Tree # 22 Desert museum Palo Verde

Tree # 23 Schinus mole

Tree # 24 Schinus mole

Trees 25, 26, 27 Eucalyptus



Sunset and Mohawk Properties
Historical Resource Assessment Report

Prepared for:

Cypress Equity Investments

Prepared by:

Architectural Resources Group

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360 E. 2nd Street, Suite 225
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May 15, 2020

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Attachments

A. Department of Parks and Recreation (DPR) 523 Series Forms (prepared by ARG, 2020)
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1. Introduction

Architectural Resources Group (ARG) has prepared this Historical Resource Assessment Report for an assemblage of parcels near the intersection of Sunset Boulevard and Mohawk Street, Los Angeles (referred to herein as the "Site"). The Site comprises six legal parcels, two of which are undeveloped and four of which are developed with multiple commercial and residential buildings. This report addresses only the parcels that are developed and have the potential to contain historical resources:

- 2225-2229 Sunset Boulevard contains four buildings: a one-story commercial retail building that was built in 1922 in a vernacular style, a two-story front house that was built circa 1901 in the Queen Anne style, a one-story rear duplex that was built in 1922 and is vernacular in style, and a one-story rear house that was built circa 1901 and is designed in a vernacular Victorian style.
- 2231-2235 Sunset Boulevard contains three buildings: a one-story commercial retail building that was built in 1931 in a vernacular style, a one-and-a-half story front house that was built in 1909 in the Craftsman style, and a one-story rear house that was built circa 1904 and is designed in a vernacular Victorian style.
- 2216-2218 Elsinore Street contains two principal buildings: a two-story front house that was built in 1906 in the Craftsman style, and a one-story rear house that was built in 1919 and is vernacular in style. The property also contains two ancillary structures, including a detached garage and a storage structure. For purposes of this report, the ancillary buildings are addressed as related features of the two principal buildings on the parcel.
- 1121 Mohawk Street contains a one-story house that was built in 1921.

The two undeveloped parcels on the Site are identified as 2217 Sunset Boulevard and 2223 Sunset Boulevard. Neither is addressed in this report because they do not have the potential to contain historic built resources.

None of the above-listed buildings are designated under federal, state, or local registration programs, and none have been identified as potentially eligible for listing in a historic resource survey. In 2010, a Historic Resource Evaluation Report was prepared by the firm Kaplan Chen Kaplan for the properties on Sunset Boulevard and Elsinore Street as part of an entitlements package for a previous development project.[1] The Kaplan Chen Kaplan report concluded that none of the subject buildings met eligibility criteria for federal, state, or local listing. In 2011, a Historic-Cultural Monument (HCM) nomination was submitted for the rear house at 2231½ Sunset Boulevard (built circa 1904), but the nomination was unsuccessful, as it was recommended by Office of Historic Resources staff to the Cultural Heritage Commission that the house did not meet local eligibility criteria, and the Cultural Heritage Commission voted not to take the nomination under further consideration at its October 20, 2011. None of the other

[1] This report, and entitlements package with which it was associated, does not appear to have evaluated the property at 1121 Mohawk Street, presumably because that property was not a part of the previous development project.

buildings on the Site have been nominated as HCMs, or for listing in the National Register or California Register.

This report evaluates each of the four above-listed developed properties against eligibility criteria for federal (National Register of Historic Places), state (California Register of Historical Resources), and local (Los Angeles Historic-Cultural Monument/HCM and Los Angeles Historic Preservation Overlay Zone/HPOZ) listing to determine if there are historical resources present on the Site.

In summary, ARG concludes that none of the buildings on the Site meet eligibility criteria for listing in the National Register, the California Register, or as Los Angeles HCMs or HPOZs. Therefore, none of the buildings are historical resources for purposes of the California Environmental Quality Act (CEQA). The following sections provide a detailed discussion of how these determinations were made.

2. Assessment Methodology

2.1. Field and Research Methods

Preparation of this report included the following tasks related to research, documentation, and analysis:

- Reviewed pertinent background materials including a previous Historic Resource Evaluation Report of the Site by Kaplan Chen Kaplan (2010), prepared as part of a previous entitlements package; documentation related to an unsuccessful HCM nomination for the rear house at 2231½ Sunset Boulevard (2011); and the SurveyLA Historic Resources Survey Report and findings for the Silver Lake-Echo Park-Elysian Valley Community Plan Area (GPA Consulting, Inc., 2014);
- Reviewed pertinent federal and state technical bulletins, local ordinances, and other reference materials related to the evaluation of historical resources;
- Reviewed applicable historical building permits for the subject properties;
- Conducted a search in the California Historic Resources Inventory (HRI) database for previous survey and evaluation data;
- Conducted supplemental research to glean additional information about each building's development history, design, occupancy, and potential historical significance;
- Identified and summarized applicable historic contexts and themes;
- Evaluated each building against eligibility criteria for the National Register, the California Register, and as a Los Angeles Historic-Cultural Monument (HCM), and also evaluated their potential for listing as a Los Angeles Historic Preservation Overlay Zone (HPOZ); and
- Reviewed the Project and evaluated its potential to impact historical resources under CEQA.

Research materials were culled from the following sources: the Los Angeles Public Library; the archives of the *Los Angeles Times* and other local periodicals; building permits obtained from the Los Angeles Department of Building and Safety; historic Los Angeles city directories; technical assistance bulletins published by the National Park Service (NPS) and the California Office of Historic Preservation (OHP); online image collections of the California State Library and USC Library; various online repositories; and ARG's in-house collection of architectural books and reference materials. A complete list of sources is included in *Section 10: Bibliography* of this report.

In addition to archival research, ARG conducted a site visit on December 12, 2019 to assess and document existing conditions. During the site visit, each building was documented with written notes and digital photographs.

2.2. Preparer Qualifications

This report was prepared by Katie E. Horak, Principal; Andrew Goodrich, AICP, Associate; and Rosa Lisa Fry. Project support was provided by ARG intern Krista Gelev. Ms. Horak, Mr. Goodrich, and Ms. Fry are Architectural Historians and Preservation Planners who meet the *Secretary of the Interior's Professional Qualifications Standards*, 36 CFR Part 61, in the discipline of Architectural History.

3. Previous Evaluations and Designations

None of the buildings on the Site – 2225-2229 Sunset Boulevard, 2231-2235 Sunset Boulevard, 2216-2218 Elsinore Street, and 1121 Mohawk Street – are currently designated under federal, state, or local registration programs. They do not appear to have been identified in any historic resources surveys, and are not listed in the HRI database for Los Angeles County (last updated 2012).

In 2009, four parcels on Sunset Boulevard (with the address range of 2223-2235 Sunset Boulevard) and the adjacent parcel at 2216-2218 Elsinore Street were the subject of a proposed development project. The property at 1121 Mohawk Street does not appear to have been a part of this project. The proposed project consisted of "the construction of an approximately 142,126 square-foot mixed use project consisting of 62 residential dwelling units in two buildings and about 9,997 square feet of commercial area and providing 113 parking spaces."[2] All existing improvements on site were slated for demolition to accommodate construction of the proposed project.

As part of the Department of City Planning's environmental review process for this project, Kaplan Chen Kaplan prepared a Historic Resource Evaluation Report in December 2010. This report evaluated extant built resources on the project site, and concluded that none of the resources appear to meet federal, state, or local eligibility criteria. In January 2011, Kaplan Chen Kaplan submitted a supplemental report that responded to comments from the Office of Historic Resources (OHR). OHR staff concurred with the findings of the Kaplan Chen Kaplan reports. OHR staff further "determined that the subject properties impacted by the proposed development project do not appear to be eligible for listing as contributors to a potential district and that there does not appear to be a grouping of buildings that constituted a historic district."[3] In April 2011, the City Planning Commission adopted a Mitigated Negative Declaration (MND) for the proposed development project. However, the project was not constructed.[4]

Also in April 2011, a Historic-Cultural Monument (HCM) nomination was submitted for the rear house at 2231-2235 Sunset Boulevard. The house, identified as 2231½ Sunset Boulevard, was nominated because of its purported association with Anna Zacsek (1896-1973), who resided in the house as a young child, between the ages of 6 and 14. Zacsek later changed her name to Olga Grey, and "would go on to have a long and varied career as a silent movie actress, theater director, and civil rights attorney."[5] OHR staff reviewed the nomination, and in a October 2011 staff report recommended that the Cultural Heritage Commission not take the property under further consideration "because the application and accompanying photo documentation do not suggest the submittal warrants further investigation."[6] OHR staff concluded that the house did not meet HCM criteria, and that even if it had meet criteria it had

[2] "Los Angeles Department of City Planning Recommendation Report, 2223-2235 Sunset Boulevard and 2216-2218 Elsinore Street," Case Nos. CPC-2009-3488-DB and ENV-2009-3489-MND, issued to the City Planning Commission, Mar. 10, 2011.
[3] "Los Angeles Department of City Planning Recommendation Report, Historic-Cultural Monument Nomination for the 2233 ½ W. Sunset Blvd. Home," Case Nos. CHC-2011-2619-HCM and ENV-2011-2620-CE, issued to the Cultural Heritage Commission, Oct. 20, 2011.
[4] Ibid.
[5] Ibid.
[6] Ibid.

been altered to the extent that it lacked integrity. At its October 20, 2011 hearing the Cultural Heritage Commission voted not take the property under further consideration, per staff's recommendation.[7]

In 2014, the four properties that are the subject of this report fell within the scope of a historic survey of the Silver Lake-Echo Park-Elysian Valley Community Plan Area, which was completed as part of SurveyLA. The rear house at 2231½ Sunset Boulevard was identified through SurveyLA's public outreach program, which again drew attention to the association between the house and silent film star Anna Zacsek. However, upon researching this association the survey concluded, again, that this house does not meet eligibility criteria. It states that the house "does not meet eligibility standards under the Entertainment Industry context. Also, it does not appear to be a significant example of a property type or style, and has no known important associations."[8] Consistent with SurveyLA methodology, the house was assigned the California Historical Resources Status Code of 7SQ: "individual property assessed for significance in accordance with the SurveyLA Multiple Property Documentation approach, but does not meet eligibility standards."[9] None of the other subject buildings were identified as eligible in the survey.

All four of the subject parcels fall within the boundaries of the Washington Heights Tract Planning District, which was identified in SurveyLA and encompasses the area bounded by Reservoir (north), Marathon (south), Alvarado (east), and Waterloo (west) streets. The Planning District was documented in SurveyLA for its association with streetcar suburbanization in the late nineteenth and early twentieth centuries.[10] However, Planning Districts, as defined in the SurveyLA methodology, lack integrity and are thereby ineligible for listing. Consistent with SurveyLA methodology, the Washington Heights Tract Planning District was assigned the California Historical Resources Status Code of 6LQ: "determined ineligible for local listing or designation as a historic district through a survey process; neighborhood or area may warrant special consideration for local planning."[11] The "special consideration" noted in the status code summary generally refers to consideration in Community Plan Updates and other planning endeavors that are undertaken at the municipal level.

[7] City of Los Angeles Cultural Heritage Commission Minutes, Oct. 20, 2011, 3.
[8] SurveyLA, "Historic Resources Survey Report, Silver-Lake-Echo Park-Elysian Valley Community Plan Area," May 2014, Appendix. A, 105. Relevant excerpts from SurveyLA are included as an appendix to this report.
[9] SurveyLA, "Field Survey Results Master Report," Aug. 2016, 13.
[10] "SurveyLA Historic Resources Survey Report, Silver-Lake-Echo Park-Elysian Valley Community Plan Area," May 2014, Appendix. C, 341-342.
[11] SurveyLA, "Field Survey Results Master Report," Aug. 2016, 13.

4. Physical Description

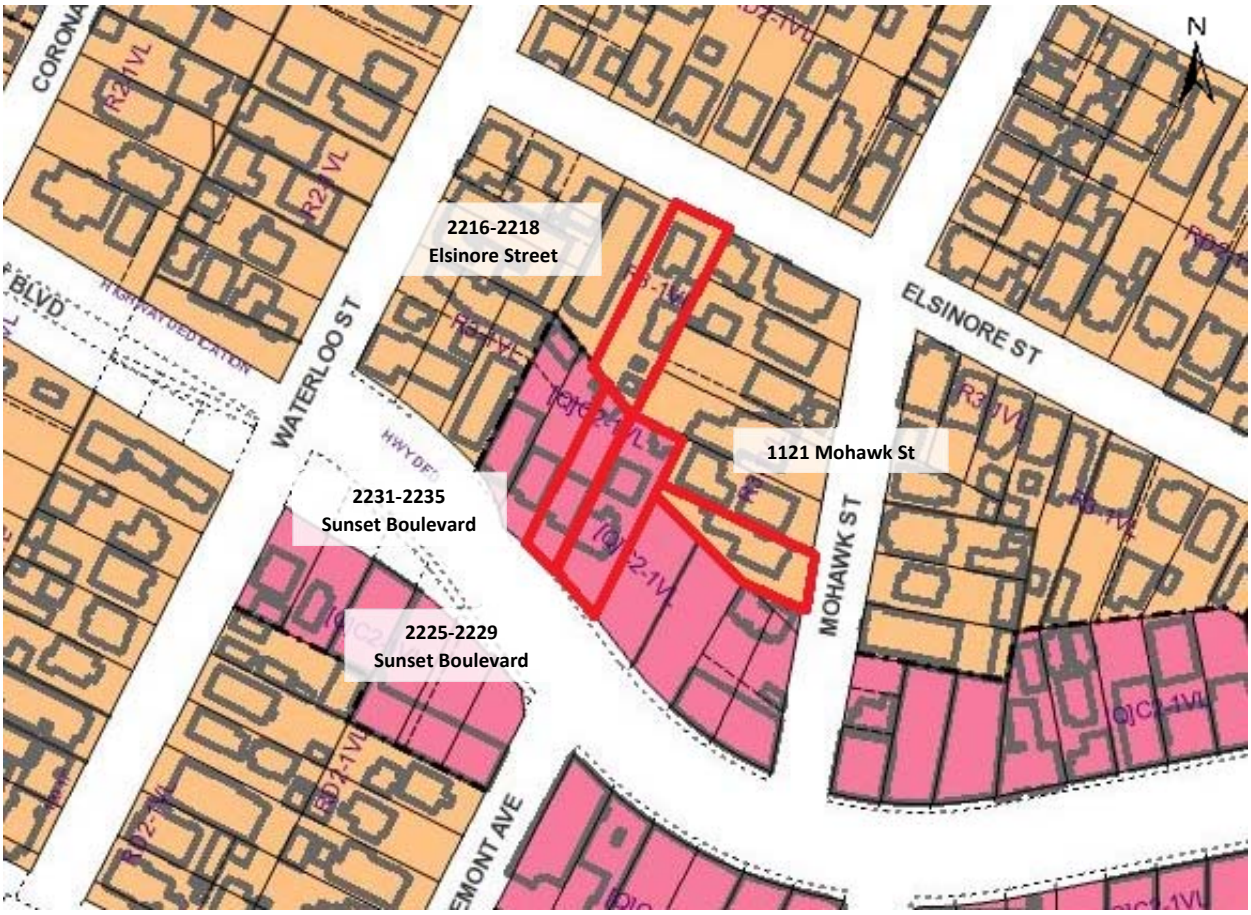
4.1. General Setting

The four properties addressed in this report are located in Echo Park, a densely developed neighborhood located approximately two miles northwest of Downtown Los Angeles. The properties are oriented toward, or adjacent to Sunset Boulevard, a heavily trafficked vehicular artery that is predominantly developed with low and mid-scale commercial buildings including retail stores, restaurants, gas stations, and strip malls. These commercial buildings date to various periods between the early twentieth century and the post-World War II period. On Sunset Boulevard, the cadence of commercial development is occasionally interrupted by early residences, most of which were built around the turn-of-the-twentieth century. Blocks to the north and south of Sunset Boulevard are developed with residential neighborhoods. These neighborhoods generally consist of detached, single-family residences and compatible low-scale multi-family dwellings that also date to the early decades of the twentieth century.

The circulation network in the vicinity generally adheres to the skewed orthogonal grid on which Downtown Los Angeles and most adjacent neighborhoods are oriented. This grid is occasionally modified to accommodate variations in topography. Sunset Boulevard is loosely aligned with the grid but charts a more irregular course on its route between Downtown Los Angeles and the Hollywood area.

Location map. The general location of the subject properties is indicated in yellow (Google Maps).

The four subject properties are located to the north and west of the intersection of Sunset Boulevard and Mohawk Street. Two of the properties, 2225-2229 Sunset Boulevard and 2231-2235 Sunset Boulevard, occupy trapezoidal parcels with steep upward slopes. These parcels are developed with a combination of uses, with commercial frontage at the front of the parcel and residential uses at the rear. The other two properties, 2216-2218 Elsinore Street and 1121 Mohawk Street, ascribe to more conventional patterns of development in this area of Echo Park. 2216-2218 Elsinore Street occupies a flat, trapezoidal parcel; 1121 Mohawk Street sits on a trapezoidal parcel that is more heavily graded and exhibits a slight upward slope. All of the subject properties are much deeper than they are wide.



Parcel map. Each parcel is indicated in red and labeled accordingly (ZIMAS)

4.2. 2225-2229 Sunset Boulevard

Architectural Description

2225-2229 Sunset Boulevard is developed with four buildings, ordered as follows from the front (south) of the parcel to the rear: a one-story commercial building (1922), a two-story front house (ca. 1901), a one-story rear duplex (1922), and a one-story rear house (ca. 1901). Each is described herein.

Building 1: Commercial Building (2225-2229 Sunset Boulevard)

The commercial building, which is located at the front of the parcel, was constructed in 1922.[12] It is a one-story retail building that is set flush with the sidewalk and has frontage on Sunset Boulevard. It was historically used as retail stores but is now vacant. The building is constructed of brick, sits on a concrete foundation, and is trapezoidal in plan. It is architecturally vernacular and lacks the distinctive characteristics of a particular style. The building is capped by a flat roof that is sheathed in a composition membrane and spanned by a flat parapet. Exterior walls are clad with stucco.

The primary (south) façade is divided into three storefront bays. The storefront bays are of equal width and have the same general configuration. The east storefront consists of a single, glazed wood door set in a system of fixed, flush-mounted storefront windows. Some of the windows are wood framed and appear to be original; others are metal framed and are replacements. The middle storefront is identical, except for that the door is obscured by a security door. The west storefront is boarded up; its fenestration is not visible. Security bars are affixed to all of the storefronts. Adjacent to the west storefront is a stair vestibule that leads to the residential buildings at the rear of the parcel. The stair vestibule also has a security door. The west façade directly abuts an adjacent commercial building and is not visible. The east and north façades are incorporated into the adjacent hillside and are also not visible.

Primary (south) façade, view north (ARG, 2019)

Primary (south) façade, view northeast. Note stair vestibule at far left (ARG, 2019)

[12] Original construction date obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.

Roof, view southeast (ARG, 2019)

Top of stair vestibule, view southwest (ARG, 2019)

<u>Building 2: Main House (2227¼-¾ Sunset Boulevard)</u>

To the rear (north) of the commercial building is a two-story main house that was constructed circa 1901.[13] It appears to have been built as a single-family house, but was later converted into multiple dwelling units. It is currently vacant. Given the slope of the lot, the residence is perched above the commercial building that is located below at street level. The house is constructed of wood frame, sits on a concrete foundation, and is irregular in plan. It exhibits characteristics of the Queen Anne style. The house is capped by a roof comprising intersecting gabled and shed volumes. The roof is sheathed in composition shingles and features open eaves, exposed rafters, and gable vents. Exterior walls are generally clad in narrow wood shiplap siding; however, wood shingles are applied to the gable ends.

Features on the primary (south) façade are asymmetrically composed. At the east end of this façade is an offset, partial-width recessed porch with a squared wood post support and wood rail. The porch is accessed by a set of wood steps with a wood rail. The porch provides ingress to two residential units, both of which are boarded up. Because the entrances have been boarded up, the doors are not visible.

Other façades read as secondary and are generally less articulated. On these façades are multiple projecting volumes that appear to be additions. The side (east) and rear (north) façades both feature exterior stairs that provide access to upper-story entrances. The stairs feature metal rails and cantilevered treads with an aggregate finish. Each stair landing is surmounted by a shed roof. Like the primary entrance, doors on these upper-story entrances are also boarded up and are not visible.

All of the façades are fenestrated, though most of the windows are boarded up and are not visible. The few windows that have not been boarded up consist of sliding aluminum windows. In a few instances, small sections of the boarded-up windows could be observed and also appear to consist of sliding aluminum windows. All windows appear to be installed within wood frames; some have security bars.

[13] There is no original construction date listed in building permit records or the County Assessor database. The date of construction was estimated based on visual observation and analysis of materials including Sanborn maps and city directories.

Primary (south) façade, view northeast (ARG, 2019)

Primary (south) and west façades, view northeast (ARG, 2019)

East façade, view southwest. Note exterior stair and upper-story entrance (ARG, 2019)

North façade, view southeast. Note addition, exterior stair, and upper-story entrance (ARG, 2019)

North façade, view southwest (ARG, 2019)

West façade, view southeast (ARG, 2019)

Detail of scalloped wood shingles in gable ends on primary (south) façade (ARG, 2019)

Detail of wood porch steps and rail on primary (south) façade (ARG, 2019)

<u>Building 3: Rear Duplex (2229¼-½ Sunset Boulevard)</u>

To the rear (north) of the main house is a one-story rear duplex that was constructed in 1922.[14] It is currently vacant. The rear duplex is a simple, vernacular building that lacks much in the way of articulation but exhibits some vague references to the Spanish Colonial Revival style. The building is constructed of wood frame, sits on a concrete foundation, and is rectangular in plan. It is capped by a flat roof and flat parapet. The roof was not visible at the time of ARG's site visit but is likely sheathed in a composition membrane. Exterior walls are clad in stucco. Vents are incorporated into the exterior walls, slightly below the roof line.

There are two building entrances, one leading to each dwelling unit. One entrance is located on the east façade; the other is located on the west façade. Each consists of a small stoop that is approached by

[14] Original construction date obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.

concrete steps. The doors are boarded up and are not visible. All façades are fenestrated, but the windows are boarded up and are not visible. In a few instances, small sections of the boarded-up windows could be observed and appear to consist of wood windows. The windows appear to be installed within wood frames; some have security bars. There are no decorative features on any façade.

East façade, view southwest (ARG, 2019)

West façade and entrance, view northeast (ARG, 2019)

South façade, view northwest (ARG, 2019)

North façade, view southwest (ARG, 2019)

Building 4: Rear House (2229¾ Sunset Boulevard)

To the rear (north) of the duplex, at the far northeast corner of the lot, is a one-story rear house that was built circa 1901.[15] The rear house was historically used as a single dwelling unit, and is now vacant. It is a small building with a compact, rectangular footprint. The building is designed in a vernacular dialect of Late Victorian-era architectural styles. It is constructed of wood frame and sits on a concrete foundation. The building is capped by a steeply pitched gabled roof with composition shingles and shallow eaves. Exterior walls are clad with wood shingles and wood tongue-and-groove siding.

The primary façade faces south. This façade is dominated by an addition that projects from the building and appears to have taken the place of an original porch. This addition is clad in various types of wood siding. The primary entrance is set within this addition, and consists of an elevated stoop that is approached by a set of wood stairs with a wood rail. The door is boarded up and is not visible. The west façade is also visible; the north and east façades abut the parcel lines and are not visible. The two visible (south, west) façades are fenestrated, but all of the windows are boarded up and are not visible. Most have security bars and appear to be set within original openings. There are no decorative details of note.

South façade, view north (ARG, 2019)

West façade, view northeast (ARG, 2019)

Site and Landscape Features

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. Landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was very dense. Hardscape features include the aforementioned stair vestibule that provides access to the residential buildings from Sunset Boulevard; a narrow concrete footpath, periodically punctuated by concrete steps, that spans the east lot line and provides access to the rear duplex and rear house; a concrete footpath that spans the south façade of the rear duplex; and brick planters and buffer walls.

[15] There is no original construction date listed in building permit records or the County Assessor database. The date of construction was estimated based on visual observation and analysis of materials including Sanborn maps and city directories.

4.3. 2231-2235 Sunset Boulevard

Architectural Description

2231-2235 Sunset Boulevard is developed with three buildings, ordered as follows from the front (south) of the parcel to the rear: a one-story commercial building (1931), a one-and-a-half story main house (1909), and a one-story rear house (ca. 1904). Each is described herein.

Building 1: Commercial Building (2233-2235 Sunset Boulevard)

The commercial building, which is located at the front of the parcel, was constructed in 1931.[16] It has historically been used as a commercial retail building. The building is one-story in height, is set flush with the sidewalk, and has frontage on Sunset Boulevard. The building is constructed of brick, sits on a concrete foundation, and is rectangular in plan. Architecturally, it is vernacular and lacks the distinctive characteristics of a particular style. The building is capped by a flat roof that is sheathed in a composition membrane and spanned by a flat parapet. Multiple skylights with wired safety glass are incorporated into the roof. Exterior walls are clad with stucco.

The primary (south) façade is divided into two storefront bays. The storefront bays are of roughly equal width. Each storefront consists of a single door flanked by a single metal storefront window. The doors and windows are obscured by metal security doors and security bars, respectively. The east storefront is surmounted by a fabric awning and has a wall-mounted, backlit plastic sign that reads “MARKET DELMY/ FRUTAS Y VERDURAS.” The west storefront features painted signage that reads “TEMPLE OF INTUITION” and painted, stylized arrows. The west façade features a single blind opening that is framed by a simple wood surround. The east façade directly abuts an adjacent commercial building and is not visible. The north façade is incorporated into the adjacent hillside and is also not visible.

Primary (south) façade, view northeast (ARG, 2019)

View of roof, view southeast. Note skylights and parapet bracing (ARG, 2019)

[16] Original construction date obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.

Building 2: Main House (2231 Sunset Boulevard)

To the rear (north) of the commercial building is a one-and-a-half story main house that was built in 1909.[17] It was historically used as a single residence, but was later divided into multiple dwelling units. It is currently vacant. Given the slope of the lot, the house is perched above the commercial building that is located below at street level. The house is constructed of wood frame, sits on a concrete foundation, and is roughly rectangular in plan. It is designed in a modest interpretation of the Craftsman style, and is capped by a gabled roof with composition shingles and open eaves. Consistent with the Craftsman style, the roof has open eaves, bargeboards, exposed rafters and purlins, and knee brackets. Decorative pierced screens are incorporated into the gable ends. Exterior walls are clad in wood shiplap siding.

Features on the primary (south) façade are asymmetrically composed. At the east end of this façade is an offset, partial-width porch with squared wood post supports and a wood rail that appears to have been augmented. The porch is accessed from the side by a set of wood steps with a wood rail; the steps are surmounted by a corrugated metal canopy structure. The porch serves as the primary point of ingress to the house. Set within the porch is a single door that has been boarded up and is not visible. On either side of the entry door is a set of windows, which have also been boarded up and are also obscured by security bars. One is partially visible and appears to consist of sliding aluminum windows.

There is a second entrance on the west façade. It is approached by a double set of steps with cantilevered treads and a metal rail. The treads have an aggregate finish. At the stair landing is a single door that is boarded up. Other features on the west façade consist of windows that have also been boarded up. These windows appear to be set within their original wood frames, and most have metal security bars. Since they have been boarded up, neither the door nor windows on this façade are visible.

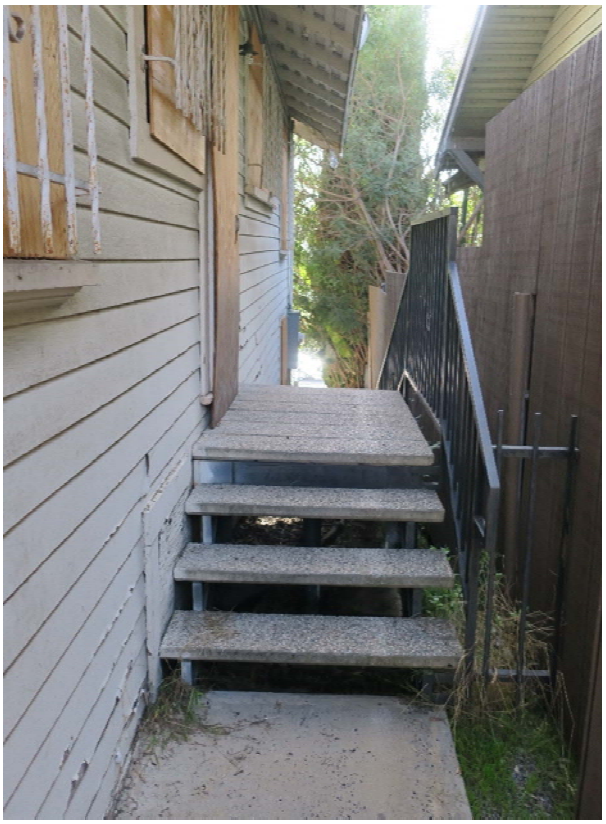
The north and east facades are less articulated. Features on these façades are limited to windows, most of which have been boarded up. All of the windows have security bars. Most are obscured by the boards and are not visible; however, the north and east façade each has one visible wood hopper window.

Primary (south) façade, view northeast (ARG, 2019)

Primary (south) façade, detail of porch, view southeast (ARG, 2019)

[17] Original construction date obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.

Primary (south) façade, detail of porch, view west (ARG, 2019)



West façade, view southwest. Note stairs with aggregate treads and metal rail (ARG, 2019)

North façade, view southeast (ARG, 2019)

East façade, view southwest (ARG, 2019)

Building 3: Rear House (2231½ Sunset Boulevard)

To the rear (north) of the main house, at the far northwest corner of the parcel, is a one-story rear house that was constructed circa 1904.[18] It was historically used as a single dwelling unit but is now vacant. The rear house is a small building with a compact, rectangular footprint. Architecturally, it is a vernacular interpretation of Late Victorian-era architectural styles. The building is constructed of wood frame and sits on a concrete foundation. It is capped by a steeply pitched gabled roof with composition shingles and shallow eaves. A gabled dormer is incorporated into the primary (south) volume the roof. Exterior walls are clad with a combination of wood shingles and vertical wood siding.

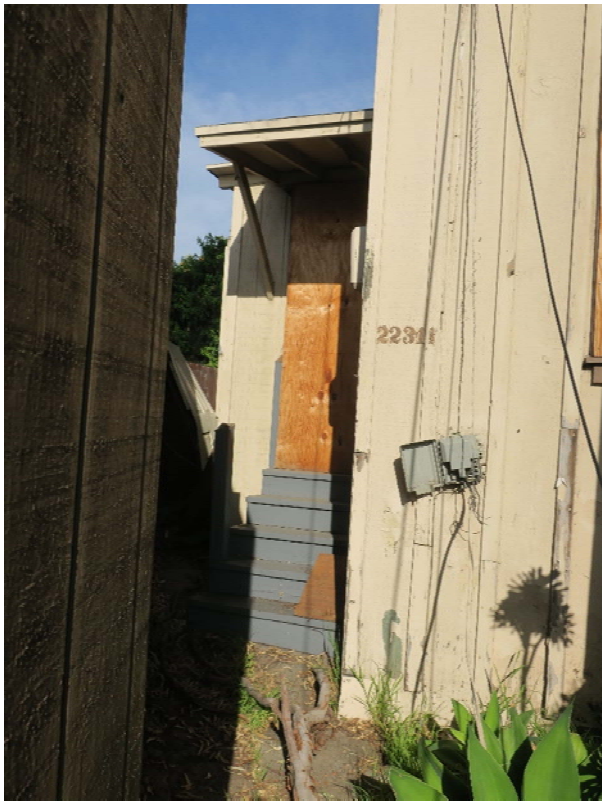
The primary façade faces south. This façade features a partial-width projecting porch that is capped by a shed roof and surmounted by wood cresting. The porch is supported by a set of wood steps with a wood handrail, is supported by squared wood posts, and is enclosed by a wood rail. The porch functions as the primary point of ingress to the house. Set within the porch is a single door that is boarded up and is thus not visible. At the far west end of the primary façade is a second entrance that is set back within a recessed volume. This entrance consists of a stoop that is surmounted by a bracketed hood and approached by wood steps. It, too, features a single wood door that is boarded up and is not visible.

The east façade is also visible; however, the north and west façades abut the parcel lines and are not visible. There is a small bumpout on the north façade that is an addition dating to 1911. The two visible (south, east) façades are fenestrated, but all of the windows are boarded up and are not visible. Given its simple, vernacular character the building does not have any decorative features of note.

Primary (south) façade, view northwest (ARG, 2019)

Primary (south) façade, detail of porch, view northwest (ARG, 2019)

[18] There is no original construction date listed in building permit records or the County Assessor database. The date of construction was estimated based on visual observation, analysis of materials including Sanborn maps and city directories, and information included in the HCM nomination for the building that was submitted in 2011.



Primary (south) façade, detail of secondary entrance, view northeast (ARG, 2019)

East façade, view northwest (ARG, 2019)

Site and Landscape Features

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. There is also a small yard in the intermediate space between the main house and rear house. Apart from a single tree planted in the parkway space along Sunset Boulevard, landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was dense. Hardscape features include a set of concrete steps that flanks the west lot line and provides access to the residential buildings from Sunset Boulevard; past the house, the steps transition into a concrete footpath that leads to the rear house at the back of the property. The north and west lot lines are framed by wood fences.

4.4. 2216-2218 Elsinore Street

Architectural Description

2216-2218 Elsinore Street contains two principal buildings: a two-story main house (2218 Elsinore Street, 1906) and a one-story rear house (2216 Elsinore Street, 1919). There are also two ancillary structures, including a detached garage (1934) and a storage structure (1935). Each is described herein.

Building 1: Main House (2218 Elsinore Street)

At the front (north) of the parcel is a two-story main house that was built in 1906 as a single-family residence.[19] The house is set back from the street. It is constructed of wood frame, sits on a concrete foundation, and is generally rectangular in plan. It is designed in the Craftsman style. The house is capped by a steeply pitched gabled roof with composition shingles, notched bargeboards, open eaves, and exposed rafters. The roof features a large central dormer, and is pierced by an exterior brick chimney that appears to have been truncated. Exterior walls are clad with asbestos siding.

The primary façade faces north, toward Elsinore Street, and is roughly symmetrical. This façade is spanned by a full-width recessed porch that is supported by wood posts and framed by a low wood wall clad in asbestos siding. Some of the posts, and a portion of the low wood wall, appear to have been altered. Set within the porch is the main entrance to the house, which consists of a single door that has been boarded up and is not visible. On either side of the door are window openings, which have also been boarded up and are largely not visible; however, small portions of these windows that are visible suggest that they are wood frame and have diamond panes. On the upper story, set within the dormer above the porch, are two wood double-hung windows with multi-light upper sashes.

There is another entrance at the west end of the rear (south) façade, comprising a stoop that is approached by concrete steps with a metal rail. The stoop leads to a single door, which is also boarded up and not visible. On the opposite (east) end of the south façade is a small addition that appears to house a utility room. The addition is constructed of wood frame and is capped by shed roof; it features a single, paneled utility-style wood door with integral vents. Other features on the rear (south) and side (west, east) facades are limited to windows that have been boarded up and are not visible.

Primary (north) façade, view southwest (ARG, 2019)

Primary (north) façade, detail of porch, view southwest (ARG, 2019)

[19] Original construction date obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.

West façade, view southeast (ARG, 2019)

South and west facades, view northeast. Note rear entrance in foreground (ARG, 2019)

South façade, detail of addition, view northwest (ARG, 2019)

<u>Building 2: Rear House (2216 Elsinore Street)</u>

To the rear (south) of the main house is a one-story rear house that was built in 1919. This building was originally used as a detached garage, but was converted into an ancillary dwelling in 1932.[20] The building

[20] Information related to the original construction date and original use was obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.

is constructed of wood frame, sits on a concrete foundation, and is roughly rectangular in plan. Architecturally, it is vernacular and lacks the characteristics of any particular style. The building is capped by a roof with gabled, shed, and flat volumes. Visible portions of the roof are sheathed in composition shingles. The pitched volumes feature bargeboards and projecting eaves; the flat volumes are spanned by parapets. Exterior walls are clad with wood shiplap siding.

Ingress is provided on the south façade, and consists of a partial-width projecting porch that is set beneath a shed roof projection. The porch is supported by squared wood posts and framed by a wood balustrade. It is accessed by a set of concrete steps with a metal handrail. Set within the porch is a single door that has been boarded up and is not visible. On all façades, windows have been boarded up and are also not visible. Given its stylistic simplicity, there are no decorative details of note.

West façade, view northeast (ARG, 2019)

West façade, view southeast (ARG, 2019)

South façade, view north (ARG, 2019)

Detail of porch on south façade, view northeast (ARG, 2019)

Ancillary Structures

In addition to the main house and the rear house, the property contains two ancillary structures. The first is a detached garage that is located to the immediate south and east of the main house and was built in 1934.[21] The garage is a simple wood framed structure with a rectangular footprint, a flat roof, and vertical wood siding. Its primary façade faces north, toward Elsinore Street, and features a single hinged vehicular door. The second is a small storage structure that is located at the southeast corner of the lot and was built in 1935.[22] The latter is a diminutive structure with a square footprint, a gable-on-hip membrane roof with open eaves and exposed rafters, and wood shiplap siding. There is a single opening on the west façade, which has been boarded up.

Garage, view southwest (ARG, 2019)

Storage structure, view southeast (ARG, 2019)

Site and Landscape Features

The property features a variety of landscape features. The front (north) setback features a lawn with mature trees and perimeter shrubs. A narrow parkway provides a modest buffer between the sidewalk and the street. There is also a rear lawn with mature trees and shrubs in the rear setback, to the south and west of the main house. Hardscape features include a concrete driveway that abuts the east lot line and provides vehicular access to the garage, another concrete driveway that abuts the west lot line, and a concrete footpath that transects the rear yard and leads to a rear access gate, connecting the subject property with the two aforementioned properties at 2225-2229 and 2231-2235 Sunset Boulevard.

[21] Original construction date obtained from historical building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety, and the Los Angeles County Office of the Assessor.
[22] Ibid.

4.5. 1121 Mohawk Street

Architectural Description

1121 Mohawk Street contains a one-story single-family residence that was constructed in 1921.[23] This building continues to be occupied. The house is set back from the street, and because of the slope of the lot on which it sits it is perched up above street level. The house is constructed of wood frame, sits on a concrete foundation, and has an L-shaped plan. It is designed in a modest interpretation of the Craftsman style. Most of the house is capped by a low-pitched gabled roof with composition shingles, bargeboards, open eaves, and exposed rafters. There is an addition to the primary (east) façade that is capped by a shed roof. Vents and pierced screens are incorporated into the gable ends. Exterior walls are clad in wood shiplap siding.

Features on the primary façade are asymmetrical. The south end of the primary façade is spanned by a partial-width recessed porch that is approached by concrete steps. The steps are flanked by galvanized pipe rails. The porch is supported by squared wood posts that are set within cut stone piers, and is framed by a concrete balustrade; the south end of the porch is enclosed by a fixed, multi-light wood window. Set within the porch is a single door that is obscured by a security door. To the south of the door is a tripartite wood window with a fixed center sash and two double-hung sashes. The north end of the primary façade consists of an addition that projects from the face of the house and features a single fixed wood window. All windows on the primary façade are obscured by metal security bars.

Other façades are secondary and are largely obscured from public view. Fenestration on these façades varies, but appears to generally consist of wood double-hung windows. The rear (west) façade features a garage that was once detached but is now connected to the main house via a hyphen.

Primary (east) façade, view northwest (ARG, 2019)

Primary (east) façade, view southwest. Note addition at right (ARG, 2019)

[23] Original construction date obtained from the Los Angeles County Office of the Assessor.

Site and Landscape Features

The front (east) setback features a yard and mature shrubs, and is framed by a retaining wall composed of cinder blocks and board-formed concrete. The yard is bisected by concrete steps with galvanized pipe rails, which lead to the porch. A scored concrete driveway, also framed by retaining walls, spans the south lot line and provides vehicular access to the garage. A chain link gate is installed at the access point to the driveway. There is also a yard with mature vegetation in the rear setback.

5. Development History and Alterations

5.1. History of the Subject Buildings

2225-2229 Sunset Boulevard

The two oldest buildings on this parcel are the Queen Anne style main house at 2227¼-¾ Sunset Boulevard, and the vernacular rear house at 2229¾ Sunset Boulevard. There are no original permit records available for either building, but an article in the *Los Angeles Evening Express* dated October 1901 notes that a building permit was issued to Mrs. Anna Hunt for the construction of a residence at 2227 Sunset Boulevard.[24] This is presumed to be a reference to the Queen Anne style house near the front of the lot. A construction date of circa 1901 is consistent with the massing and architectural character of the house; moreover, city directories begin listing 2227 Sunset Boulevard in 1904. The rear house at the back of the lot is similar in style to the main house and appears to date to the same general period. Thus, both buildings are assumed to have a construction date of circa 1901. Anna Hunt is the earliest known owner of the property.

The main house appears to have been built as a single-family residence, but was subdivided into multiple dwellings units at some point relatively soon after its construction. A building permit issued in 1921 indicates that by that time, the house had been divided into three apartment units. Building permits also indicate that the rear house was occupied by a single rental unit.

In 1922, a third residential building – the rear duplex at 2229¼-½ Sunset Boulevard – was added to the property, and was slotted into an intermediate space between the main house and rear house. Also in 1922, the commercial building at 2225-2229 Sunset Boulevard was constructed at the front of the property and included three tenant units. The addition of the rear duplex and the commercial building are indicative of the densification of established neighborhoods like Echo Park in the 1920s, when once-plentiful developable land became increasingly scant and property owners took to infill development to maximize the use of their land. Together, the multiple rental residential units and the three commercial storefronts would have provided the then-owner, A.W. Healey, with a steady source of income.

Typical of rental residential properties, the three residential buildings housed a revolving door of individuals over the years. The earliest known residents of the property include Henry Seif, a sanitary inspector for the City Health Office who resided in the main house, and Thomas F. Hunt, a painter who resided in the rear house.[25] Seif and Hunt are listed in a city directory dated 1904, the first year that the subject property appears in directory records. There is a long succession of subsequent residents, most of whom appear to have been single boarders employed in a variety of typical vocations.[26]

The commercial building at the front of the lot has always consisted of three storefront units. It, too, has been occupied by a variety of tenants over the course of its history. Early commercial tenants included a

[24] "Building Permits," *Los Angeles Evening Express*, Oct. 25, 1901.
[25] Los Angeles City Directory, 1904, accessed Apr. 2020 via the Los Angeles Public Library.
[26] Los Angeles City Directories (various dates), accessed Apr. 2020 via the Los Angeles Public Library.

real estate office, a trucking and teeming office, grocers, a signage and awning company, and a lapidarist (artisanal stone carver).[27] None of the storefront units appear to currently be occupied.

2231-2235 Sunset Boulevard

The oldest building on this parcel is the rear house at 2231½ Sunset Boulevard. Original permit records are not available, but previous documentation pins the construction date as circa 1904, which is consistent with its visual character. The building also appears on a 1906 Sanborn map – and is the sole improvement on the lot – indicating that it was constructed sometime prior to the publication of the map.[28] These same sources indicate that the building's original occupants were Stefan and Teresa Zacsek, immigrants from Hungary. Stefan Zacsek is also believed to have built the house.[29] Stefan Zacsek is listed in city directories as a janitor and machinist; Teresa Zacsek is identified as a housewife and bookkeeper. Joseph Trieb, a relative of the Zacseks, is also known to have resided in the rear house.

In 1909, the Craftsman style house near the front of the lot, 2231 Sunset Boulevard, was constructed. Permits indicate that it was built as a single-family dwelling, and was built and initially owned by Stefan Zacsek. Upon its completion, the Zacseks appear to have moved from the rear house at the back of the lot to the main house near the front of the lot. The Zacseks lived here until 1912, when they moved to another house nearby.[30] Following their departure, the main house appears to have been used as a rental property. In subsequent years, both the main house and rear house were occupied by a succession of tenants, most of whom appear to have been employed in common professions.[31]

Anushka "Anna" Zacsek (1896-1973), the daughter of Stefan and Teresa Zacsek, lived with her parents at the subject property between circa 1904 and circa 1912. She lived here during her childhood years, between the ages of 6 and 14. Anna Zacsek later changed her name to Olga Gray and, by her late teens, was pursuing an acting career in the Hollywood motion picture industry. Zacsek/Gray initially found work as an extra, and made her debut in the 1915 film *His Lesson*. She went on to appear in some two dozen silent films between 1915 and 1920.[32] She also directed plays. After about 1920, she left the film business and pursued a career as an attorney under her original name. Zacsek found success as an attorney, and often represented clients in cases that involved civil rights issues. She was admitted to the California bar in 1932, and continued practicing law through at least the 1960s.[33] She died in 1973.

In 1931, the commercial building at the front of the lot, 2233-2235 Sunset Boulevard, was constructed. Permit records indicate that it consisted of two storefront units, and was commissioned by then-owners of the subject property Morris and Tillie Morse. By this time, the Morses lived in the main house and operated a liquor store in one of the storefront units down at street level. Morris and Tillie Morse

[27] Ibid.
[28] Gleaned from a Sanborn Fire Insurance Map dated 1906, accessed Apr. 2020 via the Los Angeles Public Library.
[29] "Los Angeles Department of City Planning Recommendation Report, Historic-Cultural Monument Nomination for the 2233 ½ W. Sunset Blvd. Home," Case Nos. CHC-2011-2619-HCM and ENV-2011-2620-CE, issued to the Cultural Heritage Commission, Oct. 20, 2011.
[30] Ibid.
[31] Los Angeles City Directories (various dates), accessed Apr. 2020 via the Los Angeles Public Library.
[32] Ibid.
[33] Ibid.

continued to live in the main house and operate the store through the 1960s.[34] In 1967, a permit was issued to change the use of the commercial building from a "store" to a "market." By this time it was occupied by Jose del Toro, proprietor of the market. At present, one of the retail units is vacant, and the other is occupied by the House of Intuition, a business that sells metaphysical products and services.

As discussed in *Section 3: Previous Evaluations and Designations,* the rear house at 2231½ Sunset Boulevard was nominated as a Los Angeles Historic-Cultural Monument in 2011 due to its association with Anna Zacsek, who resided there as a young child. However, per staff's recommendation, the Cultural Heritage Commission voted not to take the resource under further consideration, and therefore it was not designated as an HCM.

2216-2218 Elsinore Street

The main house, 2218 Elsinore Street, was built in 1906. This street was initially known as Ivers Avenue but was re-branded as Elsinore Street circa 1908.[35] The house's original owners and occupants were sisters Katherine MacGregor and Maribel MacGregor, both originally from New York. Both women were unmarried; city directories indicate that Katherine worked as a nurse, and that Maribel worked as a stenographer at the L.A. Abstract and Trust Co.[36] The sisters resided in the house between its construction in 1906 and their deaths; Maribel died in 1916, and Katherine in 1917.[37] The sisters rented rooms in the house to boarders, many of whom appear to have also been single, professional women.

After Katherine MacGregor's death in 1917, the property was sold to William H. Joerndt, a linotype machinist originally from Illinois. Joerndt commissioned all of the extant ancillary buildings on the property. In 1919, Joerndt constructed a detached garage to the rear of the house; in 1932, he converted the garage into a rear house that today has the address of 2216 Elsinore Street. In 1934 he constructed the current detached garage, which is located nearer the house, and in 1935 he constructed the shed structure at the rear of the property.[38] Joerndt and various members of his family owned the property and resided in the main house between 1917 and the mid-1940s.[39]

Others who are known to have lived at the property in subsequent years included Virginia Vasquez, Michael and Meryl Prisco, Leo and Wilma Brizzee, Elmer and Florence Chase, Ivan and Harriet Walker, Paul Johnston, and Blanca Rojas.[40] Very little is known about the lives of these individuals.

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[34] Gleaned from city directory entries and permit records.
[35] Gleaned from Los Angeles City Directories (various years), accessed Apr. 2020 via the Los Angeles Public Library.
[36] 1910 United States Federal Census Records, accessed Apr. 2020 via Ancestry.com.
[37] California Death Index 1905-1929, accessed Apr. 2020 via Ancestry.com.
[38] Gleaned from building permits, accessed Apr. 2020 via the Los Angeles Department of Building and Safety.
[39] California County Birth, Marriage, and Death Records 1849-1980 and 1940 United States Federal Census Records, accessed Apr. 2020 via Ancestry.com.
[40] Los Angeles City Directories (various years), accessed Apr. 2020 via the Los Angeles Public Library.

1121 Mohawk Street

The house at 1121 Mohawk Street was built in 1921. Throughout its history, it appears to have served as a typical single-family dwelling. Its original owner was Mary McClellan, who is listed in city directories as a widow. In 1926, a detached garage was constructed to the rear of the house, whose owner at that time is listed as Mary E. Johnson. In the 1930s and 1940s the house was occupied by Michael Degnen, President of the Radium Appliance Company, and his wife, Antoinette Wanitska, a maid.[41] In 1959, a study room addition was appended to the primary façade of the house. Permit records associated with the addition indicate that its then-owner was Agostino Ranieri. The address was listed as the "unclaimed personal property" of Agostino Ranieri and Luisa Stornelli Ranieri in a *Los Angeles Times* notification from 1978, indicating that they continued to own the property through at least the 1970s.[42] The Ranieris appear to have rented the property to tenants. Other known residents of the subject house include Carl Jensen; Wilfred L. Cote; Peter Stornelli, the brother of co-owner Luisa Stornelli Ranieri; and Richard Lee Dale.[43] Little is known about the lives of these individuals. The house appears to currently be occupied.

5.2. Chronology of Development and Use

The following sections chart the development history of each of the four legal parcels comprising the Site over time. This is organized in two sub-sections: (1) a chronology of development and use for each parcel, and (2) a list of exterior alterations that have been made to each building.

The chronologies herein reference material changes that have modified the appearance of the properties in a consequential way. Additional permits have been issued over the years for minor modifications including tenant improvements, the installation of new HVAC units, electrical upgrades, and other nominal endeavors that did not affect the exteriors of the buildings. Source materials include online building permits obtained from the City of Los Angeles Department of Building and Safety, Sanborn Fire Insurance Maps, historical newspaper articles from the *Los Angeles Times* and other local publications, historic photographs and historic aerial images, and other pertinent archival materials.

Alterations were noted and inventoried on a site visit conducted by ARG on December 12, 2019. Whenever possible, these alterations were corroborated by building permits listed herein, Sanborn Fire Insurance Maps, historic images, property data from the Los Angeles County Office of the Assessor, and other archival sources. For alterations that are reflected in the permit record and/or other sources, the year that the alteration occurred is listed parenthetically. It is not always known when the alterations below took place.

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[41] "Michael L. Degnen" (obituary), *Los Angeles Times*, Jan. 19, 1945; Los Angeles City Directories (various years), accessed Apr. 2020 via the Los Angeles Public Library.
[42] "Notice of Unclaimed Personal Property," *Los Angeles Times*, Feb. 24, 1978.
[43] Los Angeles City Directories (various years), accessed Apr. 2020 via the Los Angeles Public Library; "Peter Stornelli," CA Voter Registrations 1900-1968, accessed Apr. 2020 via Ancestry.com; "R.L. Dale Rites Held on Saturday," *Valley News*, Dec. 12, 1967.

2225-2229 Sunset Boulevard

Development Chronology

ca. 1901	Original construction of main house near the front of the lot, now known as 2227¼-¾ Sunset Blvd, and the rear house at the back of the lot, now known as 2229¾ Sunset Blvd. No original permit records are available; the date of construction is estimated from visual observation and review of archival materials.
1915	Permit issued to rearrange and repair screen porches. The scope of work appears to refer to the rear house, which is described as the "shack in rear." No architect is listed on the permit; C. Brooks is listed as the builder and owner (LADBS Permit No. 01013).
1921	Permit issued to raise the side of the roof 8 feet to provide more light and air, and to add a sleeping porch to the rear façade. The scope of work appears to refer to the main house. No architect is listed on the permit; A.W. Healey is listed as the builder; Mrs. A.W. Healey is listed as the owner (LADBS Permit No. 09934).
1922	Permit issued for kitchen and bathroom alterations to the main house; the permit suggests that the work is being undertaken as the house is being converted from 3 units to 4 units. No architect is listed on the permit; A.W. Healey is listed as the builder; N.T. Healey is listed as the owner (LADBS Permit No. 07014). Permit issued to construct a new 1-story, 6-room duplex at the middle of the lot, now known as 2229¼-½ Sunset Blvd. No architect is listed on the permit; Harper Bros. is listed as the builder; A.W. Healey is listed as the owner (LADBS Permit No. 10396). Permit issued to construct a new store building at the front of the lot, now known as 2225-2229 Sunset Blvd. No architect is listed on the permit; Harper Bros. is listed as the builder; A.W. Healey is listed as the owner (LADBS Permit No. 15216).
1930	Permit issued to plaster the front of the store building with water plaster. No architect is listed on the permit; the builder name is illegible; Nettie T. Healey is listed as the owner (LADBS Permit No. 26589).
1935	Permits issued to perform foundation repairs to all three residential buildings on the property. No architect is listed on the permits; Jewitt & Co. is listed as the builder; California Bank is listed as the owner (LADBS Permit Nos. 20934, 20935, 20936).
1949	Permit issued to construct a 1-story, 7' x 20' addition to the rear façade of the main house. No architect is listed on the permit; Charles and Esther La Badier are listed as the builders and owners. Minor modifications to the scope of work were made in 1950, and the Certificate of Occupancy was issued in 1951 (LADBS Permit No. 19004).
1967	Permit issued to correct parapets on store building, presumably for purposes of seismic safety. No architect is listed on the permit; Frances Morse is listed as the builder and owner (LADBS Permit No. 58016). The permit was re-issued in 1970 (LADBS Permit No. 19921) and 1971 (LADBS Permit No. 22336), indicating that the work was not completed following the issuance of the original permit.

1986	Permit issued to install security bars on the rear house. No architect is listed on the permit; Franco [sic] Morse is listed as the builder and owner (LADBS Permit No. 52562).
1988	Permit issued to alter store building. The scope of work is described as "full compliance Div. 88," which appears to be a reference to seismic safety upgrades. Conway Cooke is listed as the engineer; no builder is listed on the permit; and F. Morse is listed as the owner (LADBS Permit No. 85514). The permit was re-issued in 1990 (LADBS Permit No. HO 06133) and 19931 (LADBS Permit No. HO 14357), indicating that the work was not completed following the issuance of the original permit.
2009	Permit issued to replace damaged framing members for all residential buildings on the property. No architect or builder is listed on the permit; E.D. Flores Corp. is listed as the owner (LADBS Permit No. 09016-10000-04480).

Alterations

The following exterior alterations were noted to the store building at 2225-2229 Sunset Boulevard:

- Original wall cladding (presumably brick) has been replaced with an incompatible stucco finish
- Seismic anchor plates have been added to the exterior walls
- Some original windows have been replaced
- One storefront has been boarded up
- Security bars have been added to storefront windows and to the stair vestibule

The following exterior alterations were noted to the main house at 2227¼-¾ Sunset Boulevard:

- Additions have been appended to the upper story (1921)
- Additions have been appended to rear and side façades (1921, 1949)
- Additional entrances have been added to the east and north façades
- Exterior stairs have been added to the east and north façades, providing ingress to these additional entrances
- Some original windows (presumably wood) have been replaced with aluminum windows
- Security window bars have been added
- Doors and windows have been boarded up

The following exterior alterations were noted to the rear duplex at 2229¼-½ Sunset Boulevard:

- Security window bars have been added
- Doors and windows have been boarded up

The following exterior alterations were noted to the rear house at 2229¾ Sunset Boulevard:

- An addition has been appended to the primary/south façade, enclosing what appears to have been the original porch and entrance
- The porch and entrance have been reconfigured to accommodate the addition. This includes the addition of a new door, stoop, and steps with metal rail

- Wall cladding around the base of the building has been modified
- Security window bars have been added (1986)
- Doors and windows have been boarded up

2231-2235 Sunset Boulevard

Development Chronology

1904 ca.	Original construction of rear house at the back of the lot (2231½ Sunset Blvd). No original permit records are available; the date of construction is estimated from visual observation and review of Sanborn maps, city directories, and other archival materials. Stefan and Teresa Zacsek are believed to have been the builders and owners.
1909	Permit issued to construct the main house at the front of the lot (2231 Sunset Blvd). No architect is listed on the permit; D.R. McClure is listed as the builder; Stefan Zacsek is listed as the owner (LADBS Permit No. 06323).
1911	Permit issued for a small addition to house an "outside toilet room." This appears to refer to the rear house at 2231½ Sunset Blvd. No architect or builder is listed on the permit; Stefan Zacsek is listed as the owner (LADBS Permit No. 03143).
1931	Permit issued to construct a brick store building at the front of the lot (2233-2235 Sunset Blvd). H.S. Webster is listed as the architect; J.A. Miller is listed as the builder; M.J. Morse is listed as the owner (LADBS Permit No. 26875).
1932	Permit issued to alter the store building, which was still under construction, by adding new reinforced concrete details. Ray DeKamp is listed as the engineer; J.A. Miller and L. Rose are listed as the builders; M.J. Morse is listed as the owner (LADBS Permit No. 01013).
1938	Permit issued to add two new awnings to the store building. No architect is listed on the permit; Purless Shade and Venetian Blind Co. is listed as the builder; J.N. Morse is listed as the owner (LADBS Permit No. 13506).
1961	Permit issued to complete structural repairs to the store building, likely to remediate termite damage. No architect is listed on the permit; Wilkil Pest Control is listed as the builder; Mrs. Tillie Morse is listed as the owner (LADBS Permit No. 80895).
1967	Permit issued to change occupancy of the store building from G-1 (store) to G-2 (food market). No architect is listed on the permit; Jose del Toro is listed as the builder and owner (LADBS Permit No. 56749).
1968	Permit issued to add two awnings to the store building. No architect is listed on the permit; Canvas Specialty Co. is listed as the builder; Jose del Toro is listed as the owner (LADBS Permit No. 63155). Certificate of Occupancy issued for the change of occupancy of the store building.

1991	Permit issued to alter store building. The scope of work is described as "full compliance Div. 88," which appears to be a reference to seismic safety upgrades. C. Cooke is listed as the engineer; Capra Development is listed as the builder; Francis Morris is listed as the owner (LADBS Permit No. HO14358).

Alterations

The following exterior alterations were noted to the store building at 2233-2235 Sunset Boulevard:

- Original wall cladding (presumably brick) has been replaced with an incompatible stucco finish
- Seismic anchor plates have been added to the exterior walls
- Original doors have been replaced
- Original windows have been replaced
- Awnings and signage have been added to the primary/south façade

The following exterior alterations were noted to the main house at 2231 Sunset Boulevard:

- The stoop leading to the side (west) entrance has been modified, including the addition of non-original aggregate steps and a metal rail
- Minor modifications have been made to the porch, including augmentation of original porch rails and the addition of an awning over the porch steps
- Doors and windows have been boarded up
- Security window bars have been added

The following exterior alterations were noted to the rear house at 2231½ Sunset Boulevard:

- Modifications have been made to the porch
- A second entrance, comprising a stoop and door, have been added to the primary/south façade
- An addition has been added to the rear/north façade (1911)
- Original windows have been replaced
- Doors and windows have been boarded up

2216-2218 Elsinore Street

Development Chronology

1906	Permit issued to construct a new, 1.5-story single-family residence. The address on the permit is listed as 2218 Ivers Ave (street name later changed to Elsinore St). No architect is listed on the permit; C.F. Borton Co., Inc. is listed as the builder; K&M MacGregor are listed as the owners (LADBS Permit No. 05117).
1919	Permit issued to construct a new private garage. This refers to the building that is now the rear house on the property (2216 Elsinore St). No architect is listed on the permit; W.H. and Augusta Joerndt are listed as the builders and owners (LADBS Permit No. 11925).

1932	Permit issued to add a residence to the detached garage structure. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 01782).
1933	Permit issued to alter the main house. The scope is described as "replacement of old wood shingles with composition." It is not clear if this refers to roof cladding or the exterior wall cladding, which consists of non-original asbestos shingles. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 014875).
1934	Permit issued to construct a new private garage; this appears to refer to the current garage structure that is located adjacent to the main house. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 12669).
1935	Permit issued to construct a new 12' x 14' storage shed at the rear of the parcel; this appears to refer to the current storage structure. No architect is listed on the permit; W.H. Joerndt is listed as the builder and owner (LADBS Permit No. 20020).
1944	Permit issued to reroof the main house with composition shingles. No architect is listed on the permit; Evertite Roof Corporation is listed as the builder; William H. Joerndt is listed as the owner (LADBS Permit No. 14741).
2011	Permit issued to remove and/or reinforce termite damaged wall studs in the garage. No architect is listed on the permit; Avry Mizrahi is listed as the builder; E.D. Flores Corp. is listed as the owner (LADBS Permit No. 11016-30000-18348).

Alterations

The following exterior alterations were noted to the main house at 2218 Elsinore Street:

- Original wall cladding (presumably wood siding or wood shingles) has been replaced with asbestos shingles
- Modifications have been made to the porch, including the alteration of porch rails and augmentation of the low porch wall
- A small addition, appearing to house a utility room, has been appended to the rear/south façade
- The brick chimney appears to have been truncated, likely for purposes of seismic safety
- Doors and windows have been boarded up

The following exterior alterations were noted to the rear house at 2216 Elsinore Street:

- The building, originally a detached garage, was converted into a residence. This entailed the construction of large additions to the south and west facades, and the insertion of new door and window openings (1932)
- Doors and windows have been boarded up

1121 Mohawk Street

Development Chronology

1921	Permit issued to construct a new, 5-room dwelling. No architect is listed on the permit; C.E. Rawson is listed as the builder; Mary McClellan is listed as the owner (LADBS Permit No. 27729).
1926	Permit issued to construct private garage at the rear of the property. The garage appears to have initially been a detached structure. No architect is listed on the permit; West Bros. is listed as the builder; Mary E. Johnson is listed as the owner (LADBS Permit No. 14851).
1959	Permit issued to construct a study room addition. This refers to the front-facing addition on the primary (east) façade. No architect is listed on the permit; Agostino Ranieri is listed as the builder (LADBS Permit No. 35142). Certificate of Occupancy issued for the addition, described as a "1-story, Type V, 8'1" x 11' addition to an existing 1 story, Type V, 30' x 40' 1-family dwelling."

Alterations

The following exterior alterations were noted to the house at 1121 Mohawk Street:

- An addition has been appended to the primary/east façade (1959)
- An addition has been appended to the rear/west façade, connecting the house and garage
- Security doors have been added
- Security window bars have been added

6. Historic Contexts

6.1. Residential Development in Echo Park

The residential buildings on the subject properties date to the first twenty years or so of the twentieth century, a time when Los Angeles experienced extraordinary population growth and the historical boundaries of the city were pushed farther out into more peripheral areas. It was during this period that Echo Park came of age as a suburban enclave.

Residential development in Echo Park was preceded by the construction of Reservoir No. 4, which today is known as Echo Park Lake. In 1868, the Los Angeles Canal and Reservoir Company diverted water from the Los Angeles River and toward the grassy hills to the north and west of Downtown Los Angeles. Although the area that would become Echo Park was relatively close to Downtown, it witnessed virtually no development until the mid-1880s. Upon the completion of a transcontinental railroad line to Southern California, competition between the Union Pacific and Santa Fe Railroads infamously led to fares as low as one dollar from St. Louis to Los Angeles. Unprecedented movement westward created a short-lived real estate boom that led to the first residential development in the Echo Park area.

The earliest development of Echo Park is generally attributed to Thomas Kelley, a carriage-maker and real estate developer. In 1887, Thomas, working with other investors, purchased 70 acres of land in the area, including Reservoir No. 4, and named it the Montana Tract.[44] Additional acreage in the vicinity was acquired from Andrew Glassell and Prudent Beaudry, both influential early real estate developers in Southern California.[45] At this time the area was still primarily devoted to a variety of small-scale agricultural pursuits including vineyards, orchards, and gardens. The first lots in Kelley's tract, which he called the Montana Tract were subdivided and put up for sale in 1887. Advertisements in the *Los Angeles Times* in early 1887 stressed the availability of 55 building lots "on the shores of the beautiful lake adjoining Angeleno Heights."[46] Angeleno Heights, later anglicized to Angelino Heights, was one of the earliest residential suburbs of Los Angeles and is located to the southeast of Echo Park Lake.

Other tracts were subsequently platted in the vicinity of the Montana Tract and Angelino Heights including the Washington Heights Tract, in which all of the subject properties are located. Washington Heights was platted by real estate attorneys John S. Maltman and Oliver A. Ivers in 1887, and was sited alongside a proposed streetcar line that was slated to run down Elysian Park Avenue (now Sunset Boulevard).[47] Its boundaries were defined by present-day Reservoir Street to the north, Marathon Street to the south, Waterloo (then Girard) Street to the west, and Alvarado Street to the east. Several other residential tracts were also platted in the vicinity between the late nineteenth and early twentieth centuries, and lots were subdivided and put up for sale. Development of these tracts was made possible by a streetcar line that ran down Sunset Boulevard, and another that was routed down Glendale

[44] Echo Park Historical Society, "History and Landmarks," accessed Apr. 2020.
[45] "Montana. A New Tract Laid Out in the Western Hills," *Los Angeles Times*, Jan. 2, 1887.
[46] "The Celebrated Montana Tract," *Los Angeles Times*, Jan. 9, 1887.
[47] Tract map for Washington Heights, MR 28-47, Nov. 1886, accessed Apr. 2020 via the Los Angeles County Department of Public Works.

Boulevard at the turn-of-the-twentieth century and connected Downtown Los Angeles with the City of Glendale.

The Echo Park community's proximity to streetcar lines, including the Ostrich Farm Railway through the Washington Heights Tract, provided easy access to downtown Los Angeles and helped to further encourage development. In 1886 construction began on the Ostrich Farm Railway, an endeavor of industrialist Griffith J. Griffith. Although the Ostrich Farm at the end of the line was inevitably a financial failure, the streetcar service made the picturesque hills of Echo Park valuable real estate. Additional tracts along streetcar lines, including the Echo Park Tract and Lake Side Tract, were subdivided in 1903.[48]

In addition to its picturesque rolling hills and the availability of public transportation, the early development of Echo Park was spurred by the presence of several lucrative industries in the surrounding area. In 1892, the Los Angeles City Oil Field was discovered by pioneering oilman Edward Doheny and partner Charles Canfield. The field was located to the south of Echo Park along Temple Street, in an area now known as Crown Hill, and became one of the most lucrative sites of oil extraction in Los Angeles, catapulting Doheny into local fame.[49] By the 1910s, a critical mass of early film production companies had concentrated in the Echo Park area, establishing production studios along the Glendale Boulevard corridor in an area that was then known as Edendale. Disney, Talmadge (now Prospect Studios, operated by ABC), and Mack Sennett were among the film production companies that set up shop in the area.[50] The presence of notable industries further helped to encourage development of the area, which by the early twentieth century was beginning to develop into an early streetcar suburb of Los Angeles.

Areas on the fringe of Echo Park that were closer to Downtown, like Angelino Heights, witnessed substantial development in the late nineteenth century, but generally the neighborhoods comprising Echo Park experienced their most pronounced period of development between the turn-of-the-twentieth century and the early 1920s. Neighborhood growth ascribed to the prevailing pattern of residential development of this era, in which tracts of land were subdivided and individual lots – or, in some cases, a handful of lots – were sold to a single buyer, who would erect a house in a style of their choice. As a result, houses in these neighborhoods exhibit a degree of individuality with respect to design, though deed restrictions and other regulatory tactics ensured that they were compatible with one another with respect to bulk, massing, and aesthetics. Most of these houses embody the variety of architectural styles that were popular at this time: Queen Anne, Vernacular Victorian, Foursquare, and Craftsman. Some designers took elements of various styles and melded them together, resulting in houses that are best described as eclectic and transitional examples of these architectural styles.

The Washington Heights Tract is representative of these early patterns of residential development that gave shape to Echo Park in its formative years. The tract is located in close proximity to a former streetcar line that ran down Sunset Boulevard, which made it possible and convenient to travel between one's house and the central business district in Downtown Los Angeles. Lots are of a modest size, blocks are relatively short and walkable, and streets include amenities like sidewalks and parkways that were

[48] "SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area," prepared by GPA Consulting, Inc. for the City of Los Angeles (2014), 7.
[49] Bob Pool, "Capping an Era of L.A. Oil Exploration," *Los Angeles Times*, Jan. 9, 2012.
[50] "SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area," prepared by GPA Consulting, Inc. for the City of Los Angeles (2014), 7.

installed with pedestrians in mind. Houses within the tract were generally constructed between the turn-of-the-twentieth century and 1915 and were modest in scale and accoutrement, underscoring the neighborhood's identity as a bastion for middle-income households. Consistent with popular architectural trends, a majority of houses within the tract were designed in the Craftsman style, though a lesser number of Late Victorian-era houses are also sprinkled throughout the neighborhood fabric.

By the 1920s, Echo Park had matured into a quintessential streetcar suburb. Primarily a residential district, it consisted predominately of established, middle-income residential neighborhoods that were concentrated around major streetcar lines that transected the area. Retail stores and various other commercial uses were concentrated alongside these streetcar lines. In due time these linear commercial corridors became teeming hubs of public life within the community, as was Echo Park, the open space from which the surrounding community derives its name. Other neighborhood institutions of note include Angelus Temple (1923), an enormous church that housed the fellowship of the eccentric evangelist Aimee Semple McPherson; and Queen of Angels Hospital (1925), which was founded by the Franciscan Sisters of the Sacred Heart and quickly became one of the largest hospitals in the region.[51]

6.2. Streetcar Commercial Development

The two commercial buildings on the Site were constructed in 1922 and 1931. Both are oriented toward Sunset Boulevard, which was the route of a major interurban streetcar line when the buildings were constructed. These buildings are representative of a period during which most commercial development in Los Angeles was concentrated along a vast regional network of electric streetcars that extended outward, like spokes on a wheel, from the Downtown core and into nearby suburban districts. The subject properties are demonstrative of these development patterns and reflect the way public life was conducted in proximity to transit in the early decades of the twentieth century.

One of the first streetcar lines in Los Angeles was routed through Echo Park. When this railway was constructed in the 1880s it was known as the Ostrich Farm Railway, and was built to ferry sightseers between Downtown and the Los Angeles Ostrich Farm near Los Feliz. The Ostrich Farm was a popular, though short-lived resort complete with a clubhouse and restauarant in addition to a collection of "curious foreign and American birds and animals."[52] Griffith J. Griffith, who owned the land on which the attraction sat, was a founding member of the Los Angeles Ostrich Farm Railway Company, and helped the organization acquire rights of way through Echo Park. The one-line iron railroad track, with railcars powered by horse and steam locomotion, passed north of Reservoir No. 4 and wound through the scenic hills and small canyons south of the recently dedicated Elysian Park, the first public park in the Los Angeles. Construction of the Ostrich Farm Railway commenced in 1886, but in 1887 the railway was purchased by the Los Angeles County Railroad Company, which was subequently bought and consolidated as the Los Angeles and Pacific Railway Company in 1888.[53] The street on either side of the railway was initially known as Ostrich Farm Boulevard or Elysian Park Avenue before it was re-christened

[51] Ibid, 8.
[52] "Govinda," Los Angeles Times, Dec. 5, 1886.
[53] Franklin Hoyt, "The Los Angeles and Pacific Railway," accessed Apr. 2020.

Sunset Boulevard. The portion of Sunset Boulevard between the Washington Heights Tract and Micheltorena Street in Silver Lake was named, graded, and deeded to the City of Los Angeles in 1902.[54]

By 1906 the Los Angeles and Pacific Railroad Company was acquired by Southern Pacific, and after the "Great Merger" of 1911 the line became part of a consolidated system under the jurisdiction of the Pacific Electric Railway Company owned by railroad tycoon Henry E. Huntington.[55] Subsequently the streetcar line through the Washington Heights Tract became a part of Pacific Electric's "Red Car" network, which also served other parts of Echo Park. This streetcar network became the driving factor for intense growth, both residential and commercial, throughout Los Angeles in the 1910s and 1920s. The ease of travel between residential suburbs and Downtown meant that smaller commercial establishments in neighborhoods served by streetcars often limited their wares to everyday essentials.

In the 1910s and 1920s, a low-scale, neighborhood-oriented commercial district developed along the streetcar line on Sunset Boulevard. Though the automobile was already coming of age by this time and was beginning to make its mark on the urban fabric of Los Angeles, electric streetcars continued to be a dominant mode of interurban transportation and dictated the essential form of the built environment that it facilitated the growth of. Most commercial development in Echo Park that took place at this time were sited and scaled to accommodate passersby on the area's streetcar lines. These buildings' pedestrian scale, sidewalk-focused entries and storefronts, and lack of automobile accommodations like parking lots aimed to capture the business of streetcar passengers rather than motorists.[56]

On occasion, owners employed notable local architects to design their commercial blocks, though more often than not these streetcar commercial buildings were vernacular structures that were designed and built by a contractor. These streetcar commercial buildings tended to house "neighborhood stores [that] increasingly limited their stock to everyday requirements and were content with smaller, less expensive structures."[57] Common architectural features of streetcar commercial buildings included rounded corners, cornices, grilles, and signage, all of which were intended to add an element of visual interest to an otherwise understated and ubiquitous building type and attract the attention of customers.

The commercial nucleus of Echo Park was concentrated around the intersection of Sunset Boulevard and Echo Park Avenue, several blocks to the east of the Site.[58] As Echo Park continued to grow, commercial development began to eke its way further outward along the boulevard, occupying prime real estate that was visible and convenient to streetcar passengers. Notably, in the early 1920s Sunset Boulevard was replatted between Waterloo and Mohawk streets, easing access through a challenging hillside and paving the way for new commercial development along this stretch of Sunset Boulevard.

Both commercial buildings on the Site historically served as retail and office space. Following its construction in 1922, the building at 2225-2229 Sunset Boulevard was occupied by a real estate office, an egg company, a trucking and teaming office, a lapidarist shop, and a potato chip factory. The adjacent

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[54] "Deed to Property," *Los Angeles Times*, Mar. 15, 1902.
[55] Kevin Starr, *Inventing the Dream: California Through the Progressive Era* (New York: Oxford University Press, 1985), 70.
[56] SurveyLA, Citywide Historic Context Statement, "Context: Commercial Development, 1859-1980, Theme: Neighborhood Commercial Development, 1880-1980," Aug. 2017, 19-20.
[57] Ibid, 7.
[58] Development patterns in the vicinity were gleaned from Sanborn maps, accessed Apr. 2020 via the Los Angeles Public Library.

building at 2233-2235 Sunset Boulevard was occupied by an alcohol retailer following its construction in 1931.[59] Both buildings were thereafter occupied by a revolving door of local businesses over the years. The litany of small, neighborhood-oriented businesses that were housed within these two buildings is typical of streetcar commercial development of the pre-World War II era, which typically housed small, independently owned businesses that served the day-to-day needs of those who resided in the vicinity.

6.3. Architecture and Design

Queen Anne Architecture

The residence at 2227¼-¾ Sunset Boulevard is designed in the Queen Anne style. Two other buildings on the Site – the rear houses at 2229¾ Sunset Boulevard and 2231½ Sunset Boulevard – are architecturally vernacular but exhibit some loose references to the Queen Anne style.

One of several idioms associated with the Late Victorian era, the Queen Anne style was a popular choice for residential architecture between the late nineteenth and early twentieth centuries. In spite of its name – Queen Anne was the British monarch from 1702-1714 – the Queen Anne style was popularized in the latter decades of the nineteenth century. The idiom was named and disseminated by a group of nineteenth century English architects led by Richard Norman Shaw, and referenced the forms of England's Elizabethan and Jacobean eras some 300 years prior. It was introduced to the United States at the Centennial Exhibition of 1876, which was held in Philadelphia and showcased trends in architecture that were popular in Great Britain. The Queen Anne style was seen as en vogue and quickly gained credence. The Watts-Sherman House in Newport, Rhode, Island (1874), designed by eminent architect Henry Hobson Richardson, is regarded as the nation's first example of the Queen Anne style.[60]

More so than its British roots, the Queen Anne style was a celebration of innovations in American industrialization. The advent of the balloon frame, as well as the mass production of common building materials and decorative appurtenances, meant that almost anybody, anywhere, could erect a new house and embellish it with a personalized assortment of fanciful aesthetic elements. Materials such as doors, windows, roofing, siding, and decorative detailing could easily be produced in new factories and then shipped to construction sites via the expanding railroad network.[61] The proliferation of pattern books and architectural publications disseminated the Queen Anne style across the country. With their easy-to-follow instructions and ample illustrations, contractors and laypeople alike were able to easily replicate what they saw on paper.

Common features of the Queen Anne style include irregular plans and asymmetrical massing; steeply pitched roofs, often accentuated by a tower; integral porches that sometimes wrap around the side elevations of the building; a variety of textured wall cladding materials; and an abundance of applied

[59] Information related to early tenancy was gleaned from Los Angeles City Directories, accessed Apr. 2020 via the Los Angeles Public Library.
[60] Jeffrey Karl Ochsner and Thomas C. Hubka, "H.H, Richardson: The Design of the William Watts Sherman House," *Journal of the Society of Architectural Historians* 51.2 (Jun. 1992): 121-145.
[61] Ibid, 314.

ornament and decorative millwork.[62] When present, towers and turrets are placed near the corner of the primary elevation. Common details include finials, gable ornament, spindlework friezes, and lace-like brackets. Classical columns, heavy turned porch supports, or delicate spindlework are often used to support overhangs above porches. Fish scale, diamond, sawtooth, and hexagonal shaped shingles are often incorporated into the exterior walls, enhancing these buildings' highly embellished aesthetic.

Throughout Los Angeles, the Queen Anne style was adapted to a variety of building types and income levels. The most extravagant examples of the style were high-style dwellings, most of which were constructed for affluent patrons and incorporated an extensive level of detail that connoted these patrons' relative wealth and status. The style was also applied to vernacular cottages that were perhaps more typical of how the average person lived at this time. Queen Anne style cottages often incorporated the essential form, massing, and decorative program of the style, but did so in a much more modest manner. Often, these cottages featured elements such as a small turret or decorative millwork, but were otherwise relatively modest buildings that were occupied by the working and middle classes.

Queen Anne architecture is relatively uncommon in Echo Park, as the community witnessed its most significant period of residential development in the early decades of the twentieth century. By this time, the Queen Anne style had fallen out of favor and other architectural idioms, most notably the Craftsman style, emerged as the preferred choice for residential design. However, one of the finest concentrations of Victorian-era architecture in Los Angeles, including Queen Anne and other contemporaneous styles, is located in the Angeleno Heights neighborhood, which is located to the slight east of Echo Park and is often associated with the Echo Park community by virtue of its geographic proximity. Angelino Heights is designated as a Los Angeles HPOZ. Its streets contain richly embellished dwellings that are demonstrative of how the Queen Anne style was applied to the context of high-style domestic design.

In SurveyLA, significant examples of Queen Anne architecture are addressed in the "Architecture and Engineering/Late 19th and Early 20th Century Residential Architecture" theme/subtheme combination.[63] The following are listed in the corresponding Historic Context Statement as character-defining features of the Queen Anne style:

- One to two stories in height
- Irregular plans and asymmetrical massing
- Wood clapboard, shingle, or a combination of siding
- Hipped, gabled, or combination of roof forms
- Wrap-around porches
- Bay windows, oriels, or corner towers (corner towers may be lacking in one-story cottages
- Narrowly proportioned double-hung windows, often with bordered glass
- Leaded and colored glass often used in transoms
- Decorative millwork detailing

[62] Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984), 263-287.
[63] SurveyLA Citywide Historic Context Statement, "Context: Architecture and Engineering, 1850-1980, Theme: Late 19th and Early 20th Century Residential Architecture, 1885-1910," Jul. 2019, 20-21.

Craftsman Architecture

The main house at 2231 Sunset Boulevard, the main house at 2218 Elsinore Street, and the house at 1121 Mohawk Street exhibit characteristics of the Craftsman style. The style was popular in Southern California during the early decades of the twentieth century. Its aesthetic represented a regional interpretation of the broader Arts and Crafts movement that was immensely popular during this period.

The Arts and Crafts movement emerged in England as a reaction against the materialism brought about by the Industrial Revolution. Led by English designer William Morris, the movement focused on simplicity of form, direct response to site, informal character, and extensive use of natural materials. Morris was influenced by the philosophies of Thomas Carlyle, A.W. Pugin and John Ruskin, particularly Ruskin's promotion of art derived from nature and a return to traditional craftsmanship. The lush, intricate patterns of Medieval Romanticism were especially revered by Morris and his Pre-Raphaelite contemporaries. After designing his own residence with architect Phillip Webb, Morris compiled a coterie of artisans specialized in the craft of natural elements and decorative motifs to furnish the home.[64] This holistic approach to the design of dwellings would prove influential to the Craftsman style.

At the turn of the twentieth century, the Arts and Crafts movement had made its way to North America and gained popularity through the efforts of Elbert Hubbard and Gustav Stickley, as well as other designers, architects, and builders who advocated the ideals set forth by Morris. The Arroyo Seco, a streambed that stretches from the San Gabriel Mountains above Pasadena and weaves its way through northeast Los Angeles, became a major center of the Arts and Crafts movement in the United States. Charles Fletcher Lummis and George Wharton James, along with artists and architects such as William Lees Judson, Frederick Roehrig, and Sumner Hunt, contributed to the development of the Arroyo Culture, the regional manifestation of the Arts and Crafts movement in Southern California.

The Arts and Crafts movement was popularized in Southern California by Pasadena architects Charles and Henry Greene, whose interest in Japanese wooden architecture and training in the manual arts helped to influence the development of regional Arts and Crafts styles. The styles were then applied to a range of residential property types, ranging from modest, low-slung bungalows to grander and more articulated multi-story houses. Greene and Greene are credited with adapting the Arts and Crafts movement and Arroyo Culture into the Craftsman style of architecture. The Craftsman style was highly variated, with different techniques and motifs adopted by local architects. Some architects incorporated Swiss chalet design references; others wove in Japanese pagoda roof forms.

High-style interpretations of the Craftsman style are relatively uncommon outside of California, though simple Craftsman-type bungalows were the dominant style for smaller houses built throughout the country during the period from about 1905 until the early 1920s.[65] The term "bungalow," derived from the name of typical native dwellings of the Bengal region of India, has come to define the type of house that is most closely associated with modest, everyday interpretations of the Craftsman style. In their earliest form, bungalows featured Indian characteristics such as central living spaces and vast,

[64] "Red House, A History," accessed Apr. 2020.
[65] Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1984), 454.

ventilating porches that had been adapted to suit colonial British tastes.[66] By the beginning of the twentieth century, bungalows were deemed well suited for the California climate and soon became a prevailing typology. Promoted by architectural periodicals and made widely available by prefabricated "kits" of building components, bungalows proved to be both affordable and adaptable. Although prefabricated bungalows represented the mass production that the Arts and Crafts movement retaliated against, Californian designers and consumers found a compromise in Craftsman style dwellings.

Highland Park, Mount Washington, and other communities in Northeast Los Angeles that are located along the Arroyo Seco are awash in examples of the Craftsman style, and this area – along with nearby communities including Pasadena – are considered to be both the birthplace and the epicenter of the Craftsman architectural movement in Southern California. However, numerous examples of Craftsman style dwellings can be found in virtually every Los Angeles neighborhood that witnessed a period of growth in the early decades of the twentieth century. Echo Park is among these communities. Craftsman style houses are a dominant element of the community's streetscape, though consistent with Echo Park's middle-income roots the style is typically expressed in the form of modest bungalows that derive clear influence from the Arts and Crafts movement but are generally lacking in scale and accoutrement.

In SurveyLA, significant examples of Craftsman architecture are addressed in the "Architecture and Engineering/Arts and Crafts Movement" theme/subtheme combination.[67] The following are listed in the corresponding Historic Context Statement as character-defining features of the Craftsman style:

- One or two stories in height
- Building forms that respond to the site
- Shingled exteriors, occasionally clapboard or stucco
- Low-pitched gabled roofs
- Broad, overhanging eaves with exposed structural members such as rafter tails, knee braces, and king posts
- Broad front entry porches of half for full-width, with square or battered columns, sometimes second-story sleeping porches
- Extensive use of natural materials for columns, chimneys, retailing walls, and landscape features
- Casement windows situated in groups

[66] Clay Lancaster, "The American Bungalow," *The Art Bulletin*, 40.3 (1958): 239.
[67] "SurveyLA Citywide Historic Context Statement, "Context: Architecture and Engineering, 1850-1980, Theme: Arts and Crafts Movement, 1895-1930," Jun. 2016, 19-21.

7. Regulatory Framework

7.1. National Register of Historic Places

The National Register of Historic Places (National Register) is the nation's master inventory of known historic resources. Established under the auspices of the National Historic Preservation Act of 1966, the National Register is administered by the National Park Service (NPS) and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Eligibility for in the National Register is addressed in National Register Bulletin (NRB) 15: *How to Apply the National Register Criteria for Evaluation*. NRB 15 states that in order to be eligible for the National Register, a resource must both: (1) be historically significant, and (2) retain sufficient integrity to adequately convey its significance.

Significance is assessed by evaluating a resource against established eligibility criteria. A resource is considered significant if it satisfies any one of the following four National Register criteria:[68]

- Criterion A (events): associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B (persons): associated with the lives of significant persons in our past;
- Criterion C (architecture): embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction;
- Criterion D (information potential): has yielded or may be likely to yield, information important in prehistory or history.

Once significance has been established, it must then be demonstrated that a resource retains enough of its physical and associative qualities – or *integrity* – to convey the reason(s) for its significance. Integrity is best described as a resource's "authenticity" as expressed through its physical features and extant characteristics. Generally, if a resource is recognizable as such in its present state, it is said to retain integrity, but if it has been extensively altered then it does not. Whether a resource retains sufficient integrity for listing is determined by evaluating the seven aspects of integrity defined by NPS:

- Location (the place where the historic property was constructed or the place where the historic event occurred);
- Setting (the physical environment of a historic property);
- Design (the combination of elements that create the form, plan, space, structure, and style of a property);

[68] Some resources may meet multiple criteria, though only one needs to be satisfied for National Register eligibility.

- Materials (the physical elements that were combined or deposited during a particular period of time and in a particular manner or configuration to form a historic property);
- Workmanship (the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory);
- Feeling (a property's expression of the aesthetic or historic sense of a particular period of time);
- Association (the direct link between an important historic event/person and a historic property).

Integrity is evaluated by weighing all seven of these aspects together and is ultimately a "yes or no" determination – that is, a resource either retains sufficient integrity, or it does not.[69] Some aspects of integrity may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for the resource's significance. Since integrity depends on a resource's placement within a historic context, integrity can be assessed only after it has been concluded that the resource is in fact significant.

7.2. California Register of Historical Resources

The California Register of Historical Resources (California Register) is an authoritative guide used to identify, inventory, and protect historical resources in California. Established by an act of the State Legislature in 1998, the California Register program encourages public recognition and protection of significant architectural, historical, archeological, and cultural resources; identifies these resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under the California Environmental Quality Act (CEQA).

The structure of the California Register program is similar to that of the National Register, though the former more heavily emphasizes resources that have contributed specifically to the development of California. To be eligible for the California Register, a resource must first be deemed significant under one of the following four criteria, which are modeled after the National Register criteria listed above:

- Criterion 1 (events): associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
- Criterion 2 (persons): associated with the lives of persons important to local, California, or national history;
- Criterion 3 (architecture): embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
- Criterion 4 (information potential): has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.

[69] Derived from NRB 15, Section VIII: "How to Evaluate the Integrity of a Property."

Mirroring the National Register, the California Register also requires that resources retain sufficient integrity to be eligible for listing. A resource's integrity is assessed using the same seven aspects of integrity used for the National Register. However, since integrity thresholds associated with the California Register are generally less rigid than those associated with the National Register, it is possible that a resource may lack the integrity required for the National Register but still be eligible for listing in the California Register.

Certain properties are automatically listed in the California Register, as follows:[70]

- All California properties that are listed in the National Register;
- All California properties that have formally been determined eligible for listing in the National Register (by the State Office of Historic Preservation);
- All California Historical Landmarks numbered 770 and above; and
- California Points of Historical Interest which have been reviewed by the State Office of Historic Preservation and recommended for listing by the State Historical Resources Commission.

Resources may be nominated directly to the California Register. State Historic Landmarks #770 and forward are also automatically listed in the California Register. There is no prescribed age limit for listing in the California Register, although guidelines state that sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with a resource.

7.3. City of Los Angeles Cultural Heritage Ordinance

The local designation programs for the City of Los Angeles include Historic-Cultural Monument (HCM) designation for individual resources and the adoption of Historic Preservation Overlay Zones (HPOZs) for concentrations of buildings, commonly known as historic districts.

The City of Los Angeles Cultural Heritage Ordinance (Chapter 9, Section 22.171 *et seq.* of the Los Angeles Administrative Code) defines an HCM as any site (including significant trees or other plant life located thereon), building, or structure of particular historic or cultural significance to the City of Los Angeles, meaning that it meets one or more of the following criteria:

1. It is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community; or

2. It is associated with the lives of historic personages important to national, state, city, or local history; or

[70] California Public Resources Code, Division 5, Chapter 1, Article 2, § 5024.1.

3. It embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Local historic preservation ordinances often include standards for determining whether a resource retains sufficient integrity to merit local historic designation, and this language can vary widely from municipality to municipality. Some local ordinances do not mention integrity at all. The Los Angeles Cultural Heritage Ordinance does not include language about integrity. When evaluating historic resources in municipalities where the historic preservation ordinance does not provide guidance for assessing integrity, in accordance with best professional practices it is customary to use the National Register seven aspects of integrity to assess whether or not a resource retains sufficient integrity to convey its significance at the local level.

As with the National and California Registers, in assessing integrity at the local level, some aspects may be weighed more heavily than others depending on the type of resource being evaluated and the reason(s) for its significance. For example, if a property is significant as an excellent example of an architectural style, integrity of design, workmanship and materials may weigh more heavily than integrity of setting. In contrast, if a property is significant for its association with an important event or person, integrity of setting, feeling, and association may weigh more heavily than integrity of design.

7.4. City of Los Angeles Historic Preservation Overlay Zone Ordinance

Historic districts in Los Angeles are regulated by the Historic Preservation Overlay Zone (HPOZ) Ordinance. The City of Los Angeles established the HPOZ ordinance in 1979. The ordinance was revised in 1997, 2000, 2004, and 2017. According to §12.20.3.B.17 of the Los Angeles Municipal Code (LAMC), an HPOZ is "any area of the City of Los Angeles containing buildings, structures, landscaping, natural features or lots having historic, architectural, cultural or aesthetic significance."[71] The ordinance describes the procedures for the creation of new HPOZs, the powers and duties of HPOZ boards, and the review process for development projects within HPOZs. New HPOZ designations are typically initiated by the City Council through a motion of the Councilmember of the district, though the Director of Planning, the Cultural Heritage Commission, the City Planning Commission, or the owners and renters of properties within the district may also initiate an HPOZ designation. Once the designation is initiated, a historic resource survey of the district is completed by a qualified professional and reviewed for completeness and accuracy by City staff; public workshops and hearings are conducted; the survey is certified by the Cultural Heritage Commission; and the zoning changes associated with the HPOZ are ultimately adopted by the City Planning Commission and City Council.

[71] City of Los Angeles, Ordinance No. 184903, amending Section 12.20.3 of the Los Angeles Municipal Code, Jun. 17, 2017.

8. Evaluation of Eligibility

8.1. Evaluation of Significance

ARG concludes that none of the buildings on the Site are eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, as Los Angeles Historic-Cultural Monuments (HCM), or as part of a Los Angeles Historic Preservation Overlay Zone (HPOZ), as follows.

National Register Criterion A: *associated with events that have made a significant contribution to the broad patterns of our history.*

California Register Criterion 1: *associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.*

Local (HCM) Criterion 1: *is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city, or community.*

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo

Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these residences – not even the two that were built around the turn of the twentieth century – appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

The Site also contains two commercial buildings: 2225-2229 Sunset Boulevard, which was built in 1922, and 2233-2235 Sunset Boulevard, which was built in 1931. Both were constructed when a n electric streetcar line ran down Sunset Boulevard, and both were historically used as retail stores and offices. These buildings' pedestrian orientation, integral relationship with the street, lack of accommodations for the automobile, and location along a heavily trafficked streetcar corridor reflects the broad patterns of neighborhood-oriented commercial development that defined the commercial landscape of Echo Park and other streetcar suburbs in the early decades of the twentieth century. However, there are numerous examples of streetcar-oriented commercial buildings in the vicinity, many of which are more articulated and are arguably better representations of these patterns of commercial development. Moreover, both commercial buildings have been altered, including the application of an incompatible stucco finish and the replacement of all original doors and windows. Due to these alterations, they now read as ubiquitous structures that lack a discernible sense of time and place.

There is insufficient evidence to demonstrate that any of the residential or commercial buildings associated with the Site are linked to an event that is considered to be singularly significant to history. Research did not indicate that any of the aforementioned residential buildings functioned as anything more than typical dwellings, or that any of the aforementioned commercial buildings was the site of anything more than typical commercial activities.

For the reasons stated above, none of the buildings on the Site are associated with events of patterns of events that have made a significant contribution to history. Therefore, none of the subject buildings satisfy National Register/California Register/Local Criterion A/1/1.

National Register Criterion B: *associated with the lives of persons significant in our past.*

California Register Criterion 2: *associated with the lives of persons important to local, California, or national history.*

Local (HCM) Criterion 2: *associated with the lives of historic personages important to national, state, city, or local history.*

There is insufficient evidence to demonstrate that any of the buildings on the Site bear a meaningful association with the productive lives of historically significant individuals.

The earliest known owner of 2225-2229 Sunset Boulevard was Mrs. Anna Hunt; the earliest known occupants were Henry Seif, who resided in the main house, and Thomas F. Hunt, who resided in the rear house at the back of the lot. No information could be found about Anna Hunt. Seif is identified in city directories as a sanitary inspector for the City Health Office; Hunt is identified in city directories as a painter. In subsequent years, many individuals moved into and out of these houses, as well as into and out of the rear duplex that was later added to the property in 1922. Research did not reveal notable information about the lives of these individuals. Based on what little information was available, they appear to have generally been single renters who were employed in typical middle-income professions.

The earliest known residents of 2231-2235 Sunset Boulevard were Stefan and Teresa Zacsek, both Hungarian immigrants, who are occupied the rear house at the back of the lot beginning in 1904, built the main house in 1909, and resided at the property until circa 1912. Stefan Zacsek is identified in city directories as a janitor and machinist; Teresa is identified as a bookkeeper. Following the Zacseks' departure, numerous individuals moved into and out of these houses, many of whom appear to have been renters. Among the longest-term residents of the property were Morris and Tillie Morse. The Morses resided in the main house from the 1930s until at least the 1960s, and permit records indicate that they owned the property during this time. The Morses commissioned the construction of the commercial building at street level, where they operated a liquor store. Numerous other tenants have been associated with both the main house and the rear house over time. Research did not reveal any notable information about the lives of these individuals. Like the adjacent property at 2225-2229 Sunset Boulevard, those who resided in the two residential buildings on this parcel appear to have largely been working-class and middle-income renters employed in common professions. No information was uncovered to indicate that any one of them made notable contributions to history.

Between circa 1904 and circa 1912, Anna Zacsek, the daughter of Stefan and Teresa Zacsek, lived in the residences at 2231 and 2231½ Sunset Boulevard. She was a child at this time. Anna Zacsek, who later changed her name to Olga Grey, enjoyed a long and varied career during her adult life. She worked as a silent movie actress, dabbled in theater, and later became an accomplished attorney who specialized in cases involving civil rights. While Zacsek found success in each of these fields, there is insufficient evidence to demonstrate that her contributions to any one of these vocations merits recognition as a historic individual in the spirit of this criterion. Moreover, Zacsek resided in this house during her childhood years, well before she made any inroads in the above-listed professions. She did not appear in her first film until 1915 – at which point she and her family had moved away from the subject property – and was not admitted to the California bar until many years after that, in 1932. These same points are emphasized in the 2011 OHR staff report that was prepared in response to the HCM nomination for 2231½ Sunset Boulevard;, the staff report concludes that "it is uncertain whether her contributions to each field enable her to rise to the level of a historic personage under the Cultural Heritage Ordinance criteria. Nonetheless, the subject building itself is only associated with Zacsek's early life, from the ages of 6-14, and therefore cannot be sufficiently associated with her productive life."[72]

[72] "Los Angeles Department of City Planning Recommendation Report, Historic-Cultural Monument Nomination for the 2233 ½ W. Sunset Blvd. Home," Case Nos. CHC-2011-2619-HCM and ENV-2011-2620-CE, issued to the Cultural Heritage Commission, Oct. 20, 2011.

The earliest known residents of 2216-2218 Elsinore Street were sisters Katherine MacGregor, a nurse, and Maribel MacGregor, a stenographer. The MacGregors lived in the main house between 1906 and 1917 and rented some of the rooms to boarders, largely single professional women. William Joerndt, a machinist, lived in the house for an extended period, between 1917 and the early 1940s. Joerndt constructed all of the additional buildings on the property. The earliest known resident of 1121 Mohawk Street was Mary McClellan. Others associated with the Elsinore and Mohawk properties appear to have been typical middle-income owners and renters. Research did not reveal any information about the lives of these individuals, or indicate that they made notable contributions to history that merit recognition.

Research also did not uncover any information to indicate that any of the landholders or business owners associated with either of the two commercial buildings on the Site (2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard) are historically significant. It is typical for commercial buildings to be loosely associated with an array of people, as they are generally intended to be quasi-accessible to the public. However, there is insufficient evidence to demonstrate that any one of the individuals associated with these commercial buildings is historically significant in a manner that would merit consideration under this criterion. Absent information toward this end, there is no evidence to assert that any of the owners, commercial tenants, or their clientele made significant contributions to history.

In summary, none of the buildings on the Site are meaningfully associated with the lives of persons important to local, state, or national history. Therefore, none of the subject buildings satisfy National Register/California Register/local Criterion B/2/2.

National Register Criterion C: *embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.*

California Register Criterion 3: *embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.*

Local (HCM) Criterion 3: *it embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.*

Most of the subject buildings associated with the Site are vernacular and are generally lacking in distinguishing characteristics. Both commercial buildings, 2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard, as well as the rear duplex at 2229¼-½ Sunset Boulevard, the rear house at 2229¾ Sunset Boulevard, the rear house at 2231½ Sunset Boulevard, and the rear house at 2216 Elsinore Street are vernacular and lack the distinguishing characteristics of a particular style.

The house at 2227¼-¾ Sunset Boulevard exhibits characteristics of the Queen Anne style including asymmetrical massing, a steeply pitched roof, wood clapboard and shingle siding, and narrowly proportioned windows. However, the building has been substantially altered to the extent to which it can no longer adequately express its association with the style. As enumerated in *Section 5.2: Chronology of Development and Use*, the house has witnessed multiple additions, the addition of doors and exterior staircases, and the replacement of some, and likely all original windows. Together, these

alterations have significantly modified the appearance and configuration of the house. It now reads as an amalgamation of disparate parts, and not as an honest expression of the Queen Anne style.

The houses at 2231 Sunset Boulevard, 2218 Elsinore Street, and 1121 Mohawk Street exhibit some characteristics of the Craftsman style including gabled roofs, overhanging eaves, and broad entry porches. However, these buildings read as simplified and vernacular interpretations of the style, and are generally lacking in the level of articulation needed to render them excellent examples of the Craftsman style. These houses do not read as particularly profound architectural statements; rather, they are demonstrative of how basic elements of popular architectural styles, including the Craftsman style, were pared down and transposed to a vernacular context and the design of everyday suburban dwellings.

None of the buildings embody the distinctive characteristics of an architectural or historical type. Most are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California. Two of the buildings, 2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard, are low-slung commercial retail buildings that date to the pre-World War II period. This type of development is extremely common in the established neighborhoods of Los Angeles, and especially along the city's major boulevards and commercial arteries that once accommodated heavily trafficked streetcar routes.

None of the buildings are notable for their respective method of construction. All of the residential buildings appear to be typical, wood-frame buildings that were constructed using common methods and materials. The two commercial buildings are constructed of brick. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

None of the buildings represent the work of a master. The only building that is known to have been designed by an architect is the commercial building at 2233-2235 Sunset Boulevard, whose architect is identified on permits as H.S. Webster. Research did not uncover any information about the life or career of Webster. For the other buildings on the Site, original building permits are either not available, or did not identify an architect of record. In many instances, the contractor is listed as the property owner, suggesting that they did not retain the services of a professional. Given each building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that any of these buildings is the work of a master.

For these reasons, none of the buildings are significant for reasons related to architecture or physical design. Thus, none of the buildings satisfies National Register/ California Register/local Criterion C/3/3.

National Register Criterion D. *Has yielded, or may be likely to yield, information important in prehistory or history.*

California Register Criterion 4. *Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state, or the nation.*

As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ Evaluation

As noted in the evaluation against National Register/California Register/local Criterion C/3/3, the buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.[73]

[73] "SurveyLA Historic Resources Survey Report, Silver-Lake-Echo Park-Elysian Valley Community Plan Area," May 2014, Appendix. C, 341-342.

8.2. Evaluation of Integrity

Integrity is the ability of a property to convey its significance, and is defined by the National Park Service (NPS) as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's prehistoric or historic period."[74] NPS identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Following is a summary of integrity for each building, organized by parcel:

2225-2229 Sunset Boulevard

Building 1: Commercial Building (2225-2229 Sunset Boulevard)

The commercial building at 2225-2229 Sunset Boulevard retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including the application of an incompatible stucco finish to exterior walls and replacement of original windows, the building does not retain integrity of design, materials, workmanship, or feeling.

Building 2: Main House (2227¼-¾ Sunset Boulevard)

The Queen Anne style house at 2227¼-¾ Sunset Boulevard retains integrity of location. Its integrity of setting and association are also intact but have been compromised. Due to alterations including multiple additions, the modification of original fenestration patterns with the insertion of additional entrances, the addition of multiple exterior stairs, and the replacement of some, and perhaps all windows, the building does not retain integrity of design, materials, workmanship, or feeling.

Building 3: Rear Duplex (2229¼-½ Sunset Boulevard)

The rear duplex at 2229¼-½ Sunset Boulevard retains all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association.

Building 4: Rear House (2229¾ Sunset Boulevard)

The rear house at 2229¾ Sunset Boulevard retains integrity of location. Its integrity of setting and association are also intact but have been compromised. Due to alterations including a prominent front addition, reconfiguration of the porch, and the introduction of incompatible wall cladding materials, the building does not retain integrity of design, materials, workmanship, or feeling.

[74] U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 4.

2231-2235 Sunset Boulevard

Building 1: Commercial Building (2233-2235 Sunset Boulevard)

The commercial building at 2233-2235 Sunset Boulevard retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including the application of an incompatible stucco finish to exterior walls and replacement of original windows, the building does not retain integrity of design, materials, workmanship, or feeling.

Building 2: Main House (2231 Sunset Boulevard)

The main house at 2231 Sunset Boulevard retains integrity of location and design. Its integrity of setting, materials, feeling, and association also remain intact but have been compromised.

Building 3: Rear House (2231½ Sunset Boulevard)

The rear house at 2231½ Sunset Boulevard retains integrity of location. Its integrity of setting and association also remain intact but have been compromised. Due to alterations including the addition of a second entrance comprising a stoop and door, modification of the porch, replacement of original windows, and construction of a rear addition, the building does not retain integrity of design, materials, workmanship, or feeling.

2216-2218 Elsinore Street

Building 1: Main House (2218 Elsinore Street)

The main house at 2218 Elsinore Street retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including porch modifications, a rear addition, and replacement of original wall cladding with incompatible asbestos shingles the building does not retain integrity of design, materials, workmanship, or feeling.

Building 2: Rear House (2216 Elsinore Street)

The rear house at 2216 Elsinore Street does not retain any aspects of integrity. It was constructed as a garage but was converted into a residence; its original use does not remain legible. It has also been extensively altered as a result of its conversion from a garage to a residence; alterations include the construction of multiple additions and the insertion of new door and window openings.

1121 Mohawk Street

The house at 1121 Mohawk Street retains integrity of location and setting. Its integrity of feeling and association also remain intact but have been compromised. Due to alterations including multiple additions, including a prominent addition to the front façade, the building does not retain integrity of design, materials, or workmanship.

9. Conclusion

In summary, ARG concludes that none of the buildings on the Site are eligible for listing in the National Register, the California Register, or as Los Angeles HCMs or HPOZs. Therefore, these buildings are not considered to be historical resources for purposes of CEQA.

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State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2225-2229 Sunset Boulevard (commercial building)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2225-2229 Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The commercial building at 2225-2229 Sunset Boulevard, which is located at the front of the parcel, was constructed in 1922. It is a one-story commercial retail building that is set flush with the sidewalk and has frontage on Sunset Boulevard. It was historically used as retail stores but appears to now be vacant. The building is constructed of brick, sits on a concrete foundation, and is trapezoidal in plan. It is vernacular and lacks the distinctive characteristics of an architectural style. The building is capped by a flat roof that is sheathed in a composition membrane and spanned by a flat parapet. Exterior walls are clad with stucco.

The primary (south) façade is divided into three storefront bays. The storefront bays are of equal width and have the same general configuration. The east storefront consists of a single, glazed wood door set in a system of fixed, flush-mounted storefront windows. Some of the windows are wood framed and appear to be original; others are metal framed and appear to be replacements. The middle storefront is identical, except for that the door is obscured by a security door. The west storefront is boarded up; its fenestration is not visible. Security bars are affixed to all of the storefronts. Adjacent to the west storefront is a stair vestibule that leads to the residential

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/south façade, view north (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1922 (Building permits, Los Angeles Department of Building and Safety)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2225-2229 Sunset Boulevard (commercial building)
B3. Original Use: Commercial Retail B4. Present Use: Vacant
*B5. Architectural Style Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Front house (2227¼-¾ Sunset Bl); Rear duplex (2229¼-½ Sunset Bl); Rear house (2229¾ Sunset Bl); Stairs; Mature landscaping
B9a. Architect: (None identified) b. Builder: Harper Bros.
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The commercial building at 2225-2229 Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The Site contains two commercial buildings: 2225-2229 Sunset Boulevard, which was built in 1922, and 2233-2235 Sunset Boulevard, which was built in 1931. Both were constructed when a n electric streetcar line ran down Sunset Boulevard, and both were historically used as retail stores and offices. These buildings' pedestrian orientation, integral relationship with the street, lack of accommodations for the automobile, and location along a heavily trafficked streetcar corridor reflects the broad patterns of neighborhood-oriented commercial development that defined the commercial landscape of Echo Park and other streetcar suburbs in the early decades of the twentieth century. However, there are numerous examples of streetcar-oriented commercial buildings in the vicinity, many of which are more articulated and are arguably better representations of these patterns of commercial development.

Moreover, both commercial buildings have been altered, including the application of an incompatible stucco finish and the replacement of original doors and windows. Due to these alterations, they now read as ubiquitous structures that lack a discernible sense of time and place.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical commercial retail building.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 5)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

***P3a. Description** *(continued from page 1)*:

buildings at the rear of the parcel. The stair vestibule also has a security door. The west façade directly abuts an adjacent commercial building and is not visible. The east and north façades are incorporated into the adjacent hillside and are also not visible.

***B6. Construction History** *(continued from page 2)*:

- 1922. Original construction of subject building
- 1930. Plaster applied to exterior walls on the front of the building
- 1967. Parapet corrections made, presumably for purposes of seismic safety
- 1988. Permit issued for "full compliance [with] Div. 88," which appears to be a reference to seismic upgrades

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- Original wall cladding (presumably brick) was replaced with an incompatible stucco finish (1930)
- Seismic anchor plates were added to the exterior walls
- Some original storefronts were replaced
- One storefront was boarded up
- Security bars were added to the storefront windows and to the stair vestibule

***B10. Significance** *(continued from page 2)*:

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

Research did not uncover any information to indicate that any of the landholders or business owners associated with either of the two commercial buildings on the Site (2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard) are historically significant. It is typical for commercial buildings to be loosely associated with an array of people, as they are generally intended to be quasi-accessible to the public. However, there is insufficient evidence to demonstrate that any one of the individuals associated with these buildings is historically significant in a manner that would merit consideration under this criterion. Absent information toward this end, there is no evidence to assert that any of the owners, commercial tenants, or their clientele made significant contributions to history.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
2225-2229 Sunset Boulevard is designed in a vernacular idiom and does not embody the distinctive characteristics of an architectural style.

Neither of the commercial buildings on the Site, including 2225-2229 Sunset Boulevard, embodies the distinctive characteristics of an architectural or historical type. Both are low-slung commercial retail buildings that date to the pre-World War II period. This type of development is extremely common in the established neighborhoods of Los Angeles, and especially along the city's major boulevards and commercial arteries that once accommodated heavily trafficked streetcar routes.

The subject building is not notable for its method of construction. It is a typical brick commercial building. There is nothing particularly unusual or noteworthy about the manner in which it was constructed. The building does not have enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. The original building permit did not identify an architect, and very little information was found about its builder – Harper Bros. – aside from that they were a Los Angeles-based building contractor. Given the building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2225-2229 Sunset Boulevard retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including the application of an incompatible stucco finish to exterior walls and replacement of original windows, the building does not retain integrity of design, materials, workmanship, or feeling.

***B12. References** *(continued from page 2)*:

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CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) 2225-2229 Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. Primary/south façade, view northeast. Note stair vestibule at far left (ARG, 2019)

Image 3. Roof, view southeast (ARG, 2019)

Image 4. Top of stair vestibule, view southwest (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2227¼-¾ Sunset Boulevard (front house)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2227¼-¾ Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2227¼-¾ Sunset Boulevard is a two-story residence that was constructed circa 1901. It is located to the rear of the commercial building at street level, and is visible from the public-right-of-way. The building appears to have been constructed as a single-family residence but has since been converted into multiple dwelling units. The house is constructed of wood frame, sits on a concrete foundation, and is roughly rectangular in plan. It exhibits characteristics of the Queen Anne style. The house is capped by a roof with intersecting gabled and shed volumes. The roof is sheathed in composition shingles and features open eaves, exposed rafters, and gable vents. Exterior walls are generally clad in narrow wood shiplap siding; however, wood shingles are applied to the gable ends.

Features on the primary (south) façade are asymmetrically composed. At the east end of this façade is an offset, partial-width recessed porch with a squared wood post support and wood rail. The porch is accessed by a set of wood steps with a wood rail. The porch provides ingress to two residential units, both of which are boarded up. Since the entrances are boarded up, the doors are not visible.

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single-Family Property; HP3. Multiple Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/south façade, view northeast (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
Circa 1901 (visual estimate, Sanborn maps, city directories)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2227¼-¾ Sunset Boulevard (front house)
B3. Original Use: Single-Family Residence B4. Present Use: Vacant
*B5. Architectural Style Queen Anne
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Commercial building (2225-2229 Sunset Bl); Rear duplex (2229¼-½ Sunset Bl); Rear house (2229¾ Sunset Bl); Stairs; Mature landscaping
B9a. Architect: (Not determined) b. Builder: (Not determined)
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The front house at 2227¼-¾ Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 6)*

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

***P3a. Description** *(continued from page 1)*:

Other façades read as secondary and are generally less articulated. On these façades are multiple projecting volumes that appear to be additions. The side (east) and rear (north) façades both feature exterior stairs that provide access to upper-story entrances. The stairs feature metal rails and cantilevered treads that are finished in pebbledash. Each stair landing is surmounted by a shed roof. Like the primary entrance, doors on these upper-story entrances are also boarded up and are not visible.

All façades are fenestrated, though most of the windows are boarded up and are not visible. The few windows that have not been boarded up consist of sliding aluminum windows. In a few instances, small sections of the boarded-up windows could be observed and also appear to consist of sliding aluminum windows. All windows appear to be installed within wood frames; some have security bars.

***B6. Construction History** *(continued from page 2)*:

- Circa 1901. Original construction of subject house
- 1921. Roof raised and modified to provide additional light and air, and to accommodate a sleeping porch
- 1922. House converted from 3 units to 4 units, requiring the modification of kitchens and bathrooms
- 1935. Foundation repairs completed
- 1949. Addition (7'x20') appended to the rear/north façade. The Certificate of Occupancy was issued in 1951
- 2009. Damaged framing members repaired

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- Multiple additions were appended to the upper story (1921)
- Multiple additions were appended to the rear and side façades (1921, 1949)
- Additional entrances were added to the east and north façades
- Exterior stairs were added to the east and north façades, providing ingress to these additional entrances
- Some original windows (presumably wood) were replaced with aluminum windows
- Security window bars were added
- Doors and windows were boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

The earliest known owner of 2225-2229 Sunset Boulevard was Mrs. Anna Hunt; the earliest known occupants were Henry Seif, who resided in the main house, and Thomas F. Hunt, who resided in the rear house at the back of the lot. No information could be found about Anna Hunt. Seif is identified in city directories as a sanitary inspector for the City Health Office; Hunt is identified in city directories as a painter. In subsequent years, many individuals moved into and out of these houses, as well as into and out of the rear duplex that was later added to the property in 1922. Research did not reveal notable information about the lives of these individuals. Based on what little information was available, they appear to have generally been single renters who were employed in typical middle-income professions.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
The house at 2227¼-¾ Sunset Boulevard exhibits characteristics of the Queen Anne style including asymmetrical massing, a steeply pitched roof, wood clapboard and shingle siding, and narrowly proportioned windows. However, the building has been substantially altered to the extent to which it can no longer adequately express its association with the style. As enumerated in *Section 5.2: Chronology of Development and Use*, the house has witnessed multiple additions, the addition of doors and exterior staircases, and the replacement of some, and likely all original windows. Together, these alterations have significantly modified the appearance of the house. It now reads as an amalgamation of disparate parts, and not as an honest expression of the Queen Anne style.

None of the residential buildings on the Site, including 2227¼-¾ Sunset Boulevard, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2227¼-¾ Sunset Boulevard – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. Its original architect and builder could not be determined. However, given the building's relatively vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of

(continued on page 5)

*Resource Name or # (Assigned by recorder) 2227¼-¾ Sunset Boulevard
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***B10. Significance** *(continued from page 4)*:

development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity

2227¼-¾ Sunset Boulevard retains integrity of location. Its integrity of setting and association are also intact but have been compromised. Due to alterations including multiple additions, the modification of original fenestration patterns with the insertion of additional entrances, the addition of multiple exterior stairs, and the replacement of some, and perhaps all windows, the building does not retain integrity of design, materials, workmanship, or feeling.

***B12. References** *(continued from page 2)*:

Ancestry.com (various databases). Accessed Apr. 2020, https://www.ancestry.com/

"Building Permits." *Los Angeles Evening Express*. Oct. 25, 1901.

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

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California Office of Historic Preservation. *Technical Assistance Series #6: California Register and National Register: A Comparison.* Sacramento, CA: California Department of Parks and Recreation, 2001.

City of Los Angeles Administrative Code (Chapter 9, Section 22.171).

"Deed to Property." *Los Angeles Times*. Mar. 15, 1902.

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"For Rent – Rooms, Furnished." *Los Angeles Times*. Feb. 8, 1908.

Los Angeles City Directories (various dates). Accessed Apr. 2020 via the Los Angeles Public Library, https://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp

Los Angeles County Department of Public Works. Tract Maps. Accessed Apr. 2020, https://dpw.lacounty.gov/smpm/landrecords/

Los Angeles County Office of the Assessor. Property assessment data and maps. Accessed Apr. 2020, https://portal.assessor.lacounty.gov/

McAlester, Virginia, and Lee McAlester. *A Field Guide to American Houses.* New York: Alfred A. Knopf, 2009.

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: U.S. Department of the Interior, 1990 (rev. 1991, 1995, 1997, 2001, 2002).

Sanborn Map Company. Sanborn Fire Insurance Map: Los Angeles, California (various dates). New York: Sanborn Company. Accessed Apr. 2020 via the Los Angeles Public Library, http://www.lapl.org/collections-resources/research-and-homework#S

SurveyLA Citywide Historic Context Statement. "Context: Architecture and Engineering 1850-1980, Theme: Late 19th and Early 20th Century Residential Architecture 1885-1910." Jul. 2019.

"SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area." Prepared by GPA Consulting, Inc. for the City of Los Angeles. May 2014.

U.S. Department of the Interior. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: National Park Service, 1990, revised 1997.

U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

*Resource Name or # (Assigned by recorder) 2227¼-¾ Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. Primary/south and west façades, view northeast (ARG, 2019)

Image 3. North façade, view southwest (ARG, 2019)

Image 4. West façade, view southeast (ARG, 2019)

Image 5. Detail of scalloped wood shingles in gable ends on primary/south façade (ARG, 2019)

Image 6. Detail of wood porch steps and rail on primary/south façade (ARG, 2019)

Image 7. North façade, view southeast. Note addition, exterior stair, and upper-story entrance (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2229¼-½ Sunset Boulevard (rear duplex)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2229¼-½ Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2229¼-½ Sunset Boulevard is a one-story duplex that was constructed in 1922. It is located in the center of parcel, to the rear of the Queen Anne house, and is not visible from the public right-of-way. The duplex is a simple, vernacular building that lacks much in the way of articulation but exhibits some vague references to the Spanish Colonial Revival style. The building is constructed of wood frame, sits on a concrete foundation, and is rectangular in plan. It is capped by a flat roof and flat parapet. The roof was not visible at the time of ARG's site visit but is likely sheathed in a composition membrane. Exterior walls are clad in stucco. Several vents are punched into the walls slightly below the roof line.

There are two building entrances, one leading to each residential unit. One entrance is located on the east façade; the other is located on the west façade. Each consists of a small stoop that is approached by concrete steps. The doors are boarded up and are not visible. All building façades are fenestrated, but the windows are boarded up and are not visible. In a few instances, small sections of the boarded-up windows could be observed and appear to consist of wood windows. The windows appear to be installed within wood frames; some have security bars. There are no decorative features on any façade.

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP3. Multiple Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) South façade, view northwest (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1922 (Building permits, Los Angeles Department of Building and Safety)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2229¼-½ Sunset Boulevard (rear duplex)
B3. Original Use: Multi-family residence B4. Present Use: Vacant
*B5. Architectural Style Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Commercial building (2225-2229 Sunset Bl); Front house (2227¼-¾ Sunset Bl); Rear house (2229¾ Sunset Bl); Stairs; Mature landscaping
B9a. Architect: (None identified) b. Builder: Harper Bros.
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The rear duplex at 2229¼-½ Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 5)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

***P3a. Description** *(continued from page 1)*:

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. Landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was very dense. Hardscape features include the aforementioned stair vestibule that provides access to the residential buildings from Sunset Boulevard; a narrow concrete footpath, periodically punctuated by concrete steps, that spans the east lot line and provides access to the duplex and ancillary residence; a concrete footpath that spans the south façade of the duplex; and brick planters and buffer walls.

***B6. Construction History** *(continued from page 2)*:

- 1922. Original construction of the subject building
- 1935. Foundation repairs completed
- 2009. Damaged framing members replaces

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- Security window bars were added
- Doors and window were boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling following its residential conversion.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

The earliest known owner of 2225-2229 Sunset Boulevard was Mrs. Anna Hunt; the earliest known occupants were Henry Seif, who resided in the main house, and Thomas F. Hunt, who resided in the rear house at the back of the lot. No information could be found about Anna Hunt. Seif is identified in city directories as a sanitary inspector for the City Health Office; Hunt is identified in city directories as a painter. In subsequent years, many individuals moved into and out of these houses, as well as into and out of the rear duplex that was later added to the property in 1922 by then-owner A.W. Healey. Research did not reveal notable information about the lives of these individuals. Based on what little information was available, they appear to have generally been single renters who were employed in typical middle-income professions.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

National Register/California Register/Local (HCM) Criterion C/3/3
2229¼-½ Sunset Boulevard is designed in a vernacular idiom and does not embody the distinctive characteristics of an architectural style.

None of the residential buildings on the Site, including 2229¼-½ Sunset Boulevard, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2229¼-½ Sunset Boulevard – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. The original building permit did not identify an architect, and very little information was found about its builder – Harper Bros. – aside from that they were a Los Angeles-based building contractor. Given the building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2229¼-½ Sunset Boulevard retains all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. However, it does not meet any eligibility criteria.

***B12. References** *(continued from page 2)*:

Ancestry.com (various databases). Accessed Apr. 2020, https://www.ancestry.com/

"Building Permits." *Los Angeles Evening Express*. Oct. 25, 1901.

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

California Office of Historic Preservation. *Technical Assistance Series #5: California Register of Historical Resources, The Listing Process.* Sacramento, CA: California Department of Parks and Recreation, n.d.

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City of Los Angeles Administrative Code (Chapter 9, Section 22.171).

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U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

*Resource Name or # (Assigned by recorder) 2229¼-½ Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. East façade, view southwest (ARG, 2019)

Image 3. West façade and entrance, view northeast (ARG, 2019)

Image 4. North façade, view southwest (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2229¾ Sunset Boulevard (rear house)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2229¾ Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2229¾ Sunset Boulevard is a one-story ancillary residence that was constructed circa 1901. It is located at the rear of the parcel and is not visible from the public-right-of-way. The ancillary residence is a small building with a compact, rectangular footprint. It is designed in a vernacular dialect of the Late Victorian-era styles that were popular at its time of construction. The building is constructed of wood frame and sits on a concrete foundation. The building is capped by a steeply pitched gabled roof with composition shingles and shallow eaves. Exterior walls are clad in wood shingles and wood tongue-and-groove siding.

The primary façade faces south. This façade is dominated by an addition that projects from the building and appears to have taken the place of an original porch. This addition is clad in various types of wood siding. The primary entrance is set within this addition, and consists of an elevated stoop that is approached by a set of wood stairs with a wood rail. The door is boarded up and is not visible. The west façade is also visible; the north and east façades abut the parcel lines and are not visible. The two visible (south, west) façades are fenestrated, but all of the windows are boarded up and are not visible. Most have security bars and appear to be set within original openings. There are no decorative details of note.

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP3. Multiple Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/south façade, view northeast (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
Circa 1901 (visual estimate, Sanborn maps, city directories)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2229¾ Sunset Boulevard (rear house)
B3. Original Use: Single-family residence B4. Present Use: Vacant
*B5. Architectural Style Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Commercial building (2225-2229 Sunset Bl); Main house (2227¼-¾ Sunset Bl); Rear duplex (2229¼-½ Sunset Bl); Stairs; Mature landscaping
B9a. Architect: (None identified) b. Builder: (None identified)
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The rear house at 2229¾ Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 6)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

*Resource Name or # (Assigned by recorder) 2229¾ Sunset Boulevard
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***P3a. Description** *(continued from page 1)*:

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. Landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was very dense. Hardscape features include the aforementioned stair vestibule that provides access to the residential buildings from Sunset Boulevard; a narrow concrete footpath, periodically punctuated by concrete steps, that spans the east lot line and provides access to the duplex and ancillary residence; a concrete footpath that spans the south façade of the duplex; and brick planters and buffer walls.

***B6. Construction History** *(continued from page 2)*:

- Circa 1901. Original construction of subject house
- 1915. Modifications made to screen porches
- 1935. Foundation repairs completed
- 1986. Security window bars added to the building
- 2009. Damaged framing members replaced

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- An addition was appended to the primary/south façade, enclosing what appears to have been the original porch/entrance
- The porch and entrance were reconfigured to accommodate the addition; this includes the addition of a new door, stoop, and steps with metal rail
- Wall cladding around the base of the building was modified
- Security window bars were added (1986)
- Doors and windows were boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling following its residential conversion.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

The earliest known owner of 2225-2229 Sunset Boulevard was Mrs. Anna Hunt; the earliest known occupants were Henry Seif, who resided in the main house, and Thomas F. Hunt, who resided in the rear house at the back of the lot. No information could be found about Anna Hunt. Seif is identified in city directories as a sanitary inspector for the City Health Office; Hunt is identified in city directories as a painter. In subsequent years, many individuals moved into and out of these houses, as well as into and out of the rear duplex that was later added to the property in 1922. Research did not reveal notable information about the lives of these individuals. Based on what little information was available, they appear to have generally been single renters who were employed in typical middle-income professions.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
2229¾ Sunset Boulevard is designed in a vernacular idiom and does not embody the distinctive characteristics of an architectural style. It loosely embodies some characteristics of Late Victorian-era styles that were popular at its time of construction, but does not possess enough characteristics to be associated with any one of these styles in particular.

None of the residential buildings on the Site, including 2229¾ Sunset Boulevard, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2229¾ Sunset Boulevard – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. Its original architect and builder could not be determined. However, given the building's relatively vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the

(continued on page 5)

***B10. Significance** *(continued from page 4)*:

houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity

2229¾ Sunset Boulevard retains integrity of location. Its integrity of setting and association are also intact but have been compromised. Due to alterations including a prominent front addition, reconfiguration of the porch, and the introduction of incompatible wall cladding materials, the building does not retain integrity of design, materials, workmanship, or feeling.

***B12. References** *(continued from page 2)*:

Ancestry.com (various databases). Accessed Apr. 2020, https://www.ancestry.com/

"Building Permits." *Los Angeles Evening Express*. Oct. 25, 1901.

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

California Office of Historic Preservation. *Technical Assistance Series #5: California Register of Historical Resources, The Listing Process.* Sacramento, CA: California Department of Parks and Recreation, n.d.

California Office of Historic Preservation. *Technical Assistance Series #6: California Register and National Register: A Comparison.* Sacramento, CA: California Department of Parks and Recreation, 2001.

City of Los Angeles Administrative Code (Chapter 9, Section 22.171).

"Deed to Property." *Los Angeles Times*. Mar. 15, 1902.

Echo Park Historical Society. "History and Landmarks." Accessed Apr. 2020, http://historicechopark.org/history-landmarks/

Los Angeles City Directories (various dates). Accessed Apr. 2020 via the Los Angeles Public Library, https://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp

Los Angeles County Department of Public Works. Tract Maps. Accessed Apr. 2020, https://dpw.lacounty.gov/smpm/landrecords/

Los Angeles County Office of the Assessor. Property assessment data and maps. Accessed Apr. 2020, https://portal.assessor.lacounty.gov/

McAlester, Virginia, and Lee McAlester. *A Field Guide to American Houses.* New York: Alfred A. Knopf, 2009.

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: U.S. Department of the Interior, 1990 (rev. 1991, 1995, 1997, 2001, 2002).

Sanborn Map Company. Sanborn Fire Insurance Map: Los Angeles, California (various dates). New York: Sanborn Company. Accessed Apr. 2020 via the Los Angeles Public Library, http://www.lapl.org/collections-resources/research-and-homework#S

SurveyLA Citywide Historic Context Statement. "Context: Architecture and Engineering 1850-1980, Theme: Late 19th and Early 20th Century Residential Architecture 1885-1910." Jul. 2019.

"SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area." Prepared by GPA Consulting, Inc. for the City of Los Angeles. May 2014.

U.S. Department of the Interior. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: National Park Service, 1990, revised 1997.

U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) 2229¾ Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. West façade, view northeast (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2233-2235 Sunset Boulevard (commercial building)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2233-2235 Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The commercial building at 2233-2235 Sunset Boulevard, which is located at the front of the parcel, was constructed in 1931. It is a one-story retail building that is set flush with the sidewalk and has frontage on Sunset Boulevard. The building is constructed of brick, sits on a concrete foundation, and is rectangular in plan. It is architecturally vernacular and lacks the distinctive characteristics of a particular style. The building is capped by a flat roof that is sheathed in a composition membrane and spanned by a flat parapet. Two skylights with wired safety glass are incorporated into the roof. Exterior walls are clad with stucco. Though it has the same façade treatment as the adjacent commercial building to the east, this building is a separate structure with a different development history.

The primary (south) façade is divided into two storefront bays. The storefront bays are of roughly equal width. Each storefront consists of a single door flanked by a single metal storefront window. The doors and windows are obscured by metal security doors and security bars, respectively. The east storefront is surmounted by a fabric awning and has a wall-mounted, backlit plastic sign that reads "MARKET DELMY/ FRUTAS Y VERDURAS." The west storefront features painted signage that reads "TEMPLE OF

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/south façade, view northeast (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1931 (Los Angeles County Office of the Assessor)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2233-2235 Sunset Boulevard (commercial building)
B3. Original Use: Commercial Retail B4. Present Use: Vacant
*B5. Architectural Style Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Main house (2231 Sunset Bl); Rear house (2231½ Sunset Bl); Stairs; Mature landscaping

B9a. Architect: H.S. Webster b. Builder: J.A. Miller
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The commercial building at 2233-2235 Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The Site contains two commercial buildings: 2225-2229 Sunset Boulevard, which was built in 1922, and 2233-2235 Sunset Boulevard, which was built in 1931. Both were constructed when a n electric streetcar line ran down Sunset Boulevard, and both were historically used as retail stores and offices. These buildings' pedestrian orientation, integral relationship with the street, lack of accommodations for the automobile, and location along a heavily trafficked streetcar corridor reflects the broad patterns of neighborhood-oriented commercial development that defined the commercial landscape of Echo Park and other streetcar suburbs in the early decades of the twentieth century. However, there are numerous examples of streetcar-oriented commercial buildings in the vicinity, many of which are more articulated and are arguably better representations of these patterns of commercial development.

Moreover, both commercial buildings have been altered, including the application of an incompatible stucco finish and the replacement of all original doors and windows. Due to these alterations, they now read as ubiquitous structures that lack a discernible sense of time and place.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical commercial retail building.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 5)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

***P3a. Description** *(continued from page 1)*:

INTUITION" and painted, stylized arrows. The west façade features a single blind opening that is framed by a simple wood surround. The east façade directly abuts an adjacent commercial building and is not visible. The north façade is incorporated into the adjacent hillside and is also not visible.

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. There is also a small yard in the space between the house and ancillary residence. Apart from a single tree planted in the parkway space along Sunset Boulevard, landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was dense. Hardscape features include a set of concrete steps that flanks the west lot line and provides access to the residential buildings from Sunset Boulevard; past the house, the steps transition into a concrete footpath that leads to the ancillary residence at the rear of the property. The north and west lot lines are framed by wood fences.

***B6. Construction History** *(continued from page 2)*:

- 1931. Original construction of subject building
- 1932. Reinforced concrete details added to the building while it was still under construction
- 1938. Two awnings added to the store building
- 1961. Structural repairs were completed, likely to remediate termite damage
- 1967. Occupancy changed from G-1 (store) to G-2 (food market)
- 1968. Two new awnings added to the store building
- 1988. Permit issued for "full compliance [with] Div. 88," which appears to be a reference to seismic upgrades

Alterations to the subject building are listed below. They were noted during field inspection but are not reflected in the permit record.

- Original wall cladding (presumably brick) was replaced with an incompatible stucco finish
- Seismic anchor plates were added to the exterior walls
- Original doors were replaced
- Original windows were replaced
- Awnings and signage were added to the primary/south façade

***B10. Significance** *(continued from page 2)*:

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

Research did not uncover any information to indicate that any of the landholders or business owners associated with either of the two commercial buildings on the Site (2225-2229 Sunset Boulevard and 2233-2235 Sunset Boulevard) are historically significant. It is typical for commercial buildings to be loosely associated with an array of people, as they are generally intended to be quasi-accessible to the public. However, there is insufficient evidence to demonstrate that any one of the individuals associated with these buildings is historically significant in a manner that would merit consideration under this criterion. Absent information toward this end, there is no evidence to assert that any of the owners, commercial tenants, or their clientele made significant contributions to history.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

National Register/California Register/Local (HCM) Criterion C/3/3
2233-2235 Sunset Boulevard is designed in a vernacular idiom and does not embody the distinctive characteristics of an architectural style.

Neither of the commercial buildings on the Site, including 2225-2229 Sunset Boulevard, embodies the distinctive characteristics of an architectural or historical type. Both are low-slung commercial retail buildings that date to the pre-World War II period. This type of development is extremely common in the established neighborhoods of Los Angeles, and especially along the city's major boulevards and commercial arteries that once accommodated heavily trafficked streetcar routes.

The subject building is not notable for its method of construction. It is a typical brick commercial building. There is nothing particularly unusual or noteworthy about the manner in which it was constructed. The building does not have enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. The original building permit identified the architect as H.S. Webster, and the builder as J.A. Miller. Research did not uncover any information about the life or career of Webster or Miller to indicate that they made contributions to their respective fields that would render them masters.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2233-2235 Sunset Boulevard retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including the application of an incompatible stucco finish to exterior walls and replacement of original windows, the building does not retain integrity of design, materials, workmanship, or feeling.

***B12. References** *(continued from page 2)*:

Ancestry.com (various databases). Accessed Apr. 2020, https://www.ancestry.com/

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

California Office of Historic Preservation. *Technical Assistance Series #5: California Register of Historical Resources, The Listing Process.* Sacramento, CA: California Department of Parks and Recreation, n.d.

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Echo Park Historical Society. "History and Landmarks." Accessed Apr. 2020, http://historicechopark.org/history-landmarks/

Hoyt, Franklin. "The Los Angeles and Pacific Railway." Accessed Apr. 2020, http://www.erha.org/laandp.html

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SurveyLA Citywide Historic Context Statement. "Context: Commercial Development 1859-1980, Theme: Neighborhood Commercial Development 1880-1980." Aug. 2017.

"SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area." Prepared by GPA Consulting, Inc. for the City of Los Angeles. May 2014.

U.S. Department of the Interior. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: National Park Service, 1990, revised 1997.

U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) 2233-2235 Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. View of roof, view southeast. Note skylights and parapet bracing (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2231 Sunset Boulevard (front house)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2231 Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2231 Sunset Boulevard is a one-and-a-half story residence that was constructed in 1909. The house sits atop an elevated basement. Given the slope of the lot on which it sits, the house is perched above the commercial building that is located below at street level, and is visible from the public-right-of-way. The house is constructed of wood frame, sits on a concrete foundation, and is roughly rectangular in plan. It exhibits characteristics of the Craftsman style. The house is capped by a gabled roof with composition shingles and open eaves. Consistent with the Craftsman style the roof features open eaves, bargeboards, exposed rafters, exposed purlins, and knee brackets. Decorative pierced screens are incorporated into the gable ends. Exterior walls are clad in wood shiplap siding.

Features on the primary (south) façade are asymmetrically composed. At the east end of this façade is an offset, partial-width porch with squared wood post supports and a wood rail that appears to have been augmented. The porch is accessed from the side by a set of wood steps with a wood rail; the steps are surmounted by a corrugated metal canopy structure. The porch serves as the primary point of ingress to the house. Set within the porch is a single door that has been boarded up and is not visible. On either side of the entry door is a set of windows, which have also been boarded up and are also obscured by security bars. One is partially visible and appears to consist of sliding aluminum windows.

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single-Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/south façade, view northwest (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1909 (Building permits, Los Angeles Department of Building and Safety)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2231 Sunset Boulevard (front house)
B3. Original Use: Single-family residence B4. Present Use: Vacant
*B5. Architectural Style Craftsman
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Commercial building (2231-2235 Sunset Bl); Rear house (2233 ½ Sunset Bl); Stairs; Mature landscaping
B9a. Architect: (None identified) b. Builder: D.R. McClure
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The front house at 2231 Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 6)*

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

***P3a. Description** *(continued from page 1)*:

There is a second entrance on the west façade. It is approached by a double set of steps with cantilevered treads and a metal rail. The treads are finished in pebbledash. At the stair landing is a single door that is boarded up Other features on the west façade consist of windows that have also been boarded up. These windows appear to be set within their original wood frames, and most have metal security bars. Since they have been boarded up, neither the door nor windows on this façade are visible.

The north and east facades are less articulated. Features on these façades are limited to windows, most of which have been boarded up. All of the windows have security bars. Most are set behind the boards and are not visible; however, the north and east façade each has one visible wood hopper window.

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. There is also a small yard in the space between the house and ancillary residence. Apart from a single tree planted in the parkway space along Sunset Boulevard, landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was dense. Hardscape features include a set of concrete steps that flanks the west lot line and provides access to the residential buildings from Sunset Boulevard; past the house, the steps transition into a concrete footpath that leads to the ancillary residence at the rear of the property. The north and west lot lines are framed by wood fences.

***B6. Construction History** *(continued from page 2)*:

- 1909. Original construction of subject building

Alterations to the subject building are listed below. They were noted during field inspection but are not reflected in the permit record.

- The stoop leading to the west entrance was modified, including the addition of non-original aggregate steps and a metal rail
- Minor modifications were made to the porch, including augmentation of the original porch rail and the addition of an awning over the porch steps
- Security window bars were added
- Doors and windows were boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

The earliest known residents of 2231-2235 Sunset Boulevard were Stefan and Teresa Zacsek, both Hungarian immigrants, who are occupied the rear house at the back of the lot beginning in 1904, built the main house in 1909, and resided at the property until circa 1912. Stefan Zacsek is identified in city directories as a janitor and machinist; Teresa is identified as a bookkeeper. Following the Zacseks' departure, numerous individuals moved into and out of these houses, many of whom appear to have been renters. Among the longest-term residents of the property were Morris and Tillie Morse. The Morses resided in the main house from the 1930s until at least the 1960s, and permit records indicate that they owned the property during this time. The Morses commissioned the construction of the commercial building at street level, where they operated a liquor store. Numerous other tenants have been associated with both the main house and the rear house over time. Research did not reveal any notable information about the lives of these individuals. Like the adjacent property at 2225-2229 Sunset Boulevard, those who resided in the two residential buildings on this parcel appear to have largely been working-class and middle-income renters employed in common professions. No information was uncovered to indicate that any one of them made notable contributions to history.

Between circa 1904 and circa 1912, Anna Zacsek, the daughter of Stefan and Teresa Zacsek, lived in the residences at 2231 and 2231½ Sunset Boulevard. She was a child at this time. Anna Zacsek, who later changed her name to Olga Grey, enjoyed a long and varied career during her adult life. She worked as a silent movie actress, dabbled in theater, and later became an accomplished attorney who specialized in cases involving civil rights. While Zacsek found success in each of these fields, there is insufficient evidence to demonstrate that her contributions to any one of these vocations merits recognition as a historic individual in the spirit of this criterion. Moreover, Zacsek resided in this house during her childhood years, well before she made any inroads in the above-listed professions. She did not appear in her first film until 1915 – at which point she and her family had moved away from the subject property – and was not admitted to the California bar until many years after that, in 1932. These same points are emphasized in the 2011 OHR staff report that was prepared in response to the HCM nomination for 2231½ Sunset Boulevard;, the staff report concludes that "it is uncertain whether her contributions to each field enable her to rise to the level of a historic personage under the Cultural Heritage Ordinance criteria. Nonetheless, the subject building itself is only associated with Zacsek's early life, from the ages of 6-14, and therefore cannot be sufficiently associated with her productive life.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
2231 Sunset Boulevard exhibits some characteristics of the Craftsman style including a gabled roof, overhanging eaves, and broad entry porch. However, the house reads as a simplified and vernacular interpretations of the style, and is generally lacking in the level of articulation needed to render it an excellent example of the Craftsman style. The house does not read as a particularly profound architectural statement; rather, it is demonstrative of how basic elements of popular architectural styles, including the Craftsman style, were pared down and transposed to a vernacular context and the design of everyday suburban dwellings.

None of the residential buildings on the Site, including 2231 Sunset Boulevard, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2231 Sunset Boulevard – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

(continued on page 5)

*Resource Name or # (Assigned by recorder) 2231 Sunset Boulevard
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***B10. Significance** *(continued from page 4)*:

The subject building does not represent the work of a master. The original building permit did not identify an architect, and very little information was found about its builder – D.R. McClure – aside from that they were a Los Angeles-based building contractor. Given the building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2231 Sunset Boulevard retains integrity of location and design. Its integrity of setting, materials, feeling, and association also remain intact but have been compromised. However, the building does not meet eligibility criteria.

*Resource Name or # (Assigned by recorder) 2231 Sunset Boulevard
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***B12. References** *(continued from page 2)*:

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National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: U.S. Department of the Interior, 1990 (rev. 1991, 1995, 1997, 2001, 2002).

Sanborn Map Company. Sanborn Fire Insurance Map: Los Angeles, California (various dates). New York: Sanborn Company. Accessed Apr. 2020 via the Los Angeles Public Library, http://www.lapl.org/collections-resources/research-and-homework#S

SurveyLA Citywide Historic Context Statement. "Context: Architecture and Engineering 1850-1980, Theme: Arts and Crafts Movement 1895-1930." Jun. 2016.

"SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area." Prepared by GPA Consulting, Inc. for the City of Los Angeles. May 2014.

U.S. Department of the Interior. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: National Park Service, 1990, revised 1997.

U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

*Resource Name or # (Assigned by recorder) 2231 Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. North façade, view southeast (ARG, 2019)

Image 3. East façade, view southwest (ARG, 2019)

Image 4. Primary/south façade, detail of porch, view west (ARG, 2019)

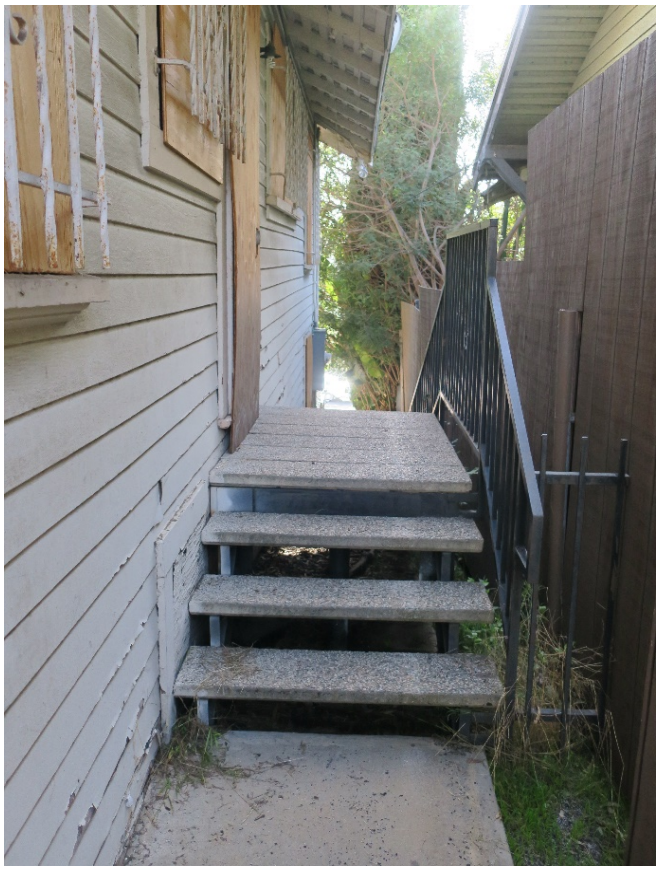

Image 5. West façade, view southwest. Note stairs with aggregate treads and metal rail (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2231½ Sunset Boulevard

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2231½ Sunset Boulevard City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2231½ Sunset Boulevard is a one-story ancillary residence that was constructed circa 1904. It is located at the rear of the parcel is not publicly visible. It is a small building with a compact, rectangular footprint. It is designed in a vernacular dialect of the Late Victorian-era styles that were popular at its time of construction. The building is constructed of wood frame and sits on a concrete foundation. It is capped by a steeply pitched gabled roof with composition shingles and shallow eaves. A gabled dormer is incorporated into the primary (south) façade of the roof structure. Exterior walls are clad in a combination of wood shingles and vertical wood siding.

The primary façade faces south. This façade features a partial-width projecting porch that is capped by a shed roof with cresting. The porch is supported by a set of wood steps with a wood handrail, is supported by squared wood posts, and is enclosed by a wood rail. The porch functions as the primary point of ingress to the house. Set within the porch is a single door that is boarded up and is therefore not visible. At the far west end of the primary façade is a second entrance that is set back within a recessed volume. This entrance consists of a stoop that is surmounted by a bracketed hood and approached by wood steps. It, too, features a single wood door that is boarded up and is not visible.

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single-Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/south façade, view northwest (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
Circa 1904 (visual estimate, Sanborn maps, city directories)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2231½ Sunset Boulevard
B3. Original Use: Single-family residence B4. Present Use: Vacant
*B5. Architectural Style Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Commercial building (2233-2235 Sunset Bl); Front house (2231Sunset Bl); stairs; mature landscaping

B9a. Architect: (None identified) b. Builder: Stefan Zacsek
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The rear house at 2231½ Sunset Boulevard does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 6)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

*Resource Name or # (Assigned by recorder) 2231½ Sunset Boulevard
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***P3a. Description** *(continued from page 1)*:

The east façade is also visible; however, the north and west façades abut the parcel lines and are not visible. There is a small bumpout on the north façade that appears to be a later addition. The two visible (south, east) façades are fenestrated, but all of the windows are boarded up and are not visible. Given its simple, vernacular character the building does not have any decorative features of note.

The parcel is extensively landscaped with a variety of mature trees, shrubs, and groundcover. There is also a small yard in the space between the house and ancillary residence. Apart from a single tree planted in the parkway space along Sunset Boulevard, landscaping is confined to the rear (residential) portion of the property, and at the time of ARG's site visit was dense. Hardscape features include a set of concrete steps that flanks the west lot line and provides access to the residential buildings from Sunset Boulevard; past the house, the steps transition into a concrete footpath that leads to the ancillary residence at the rear of the property. The north and west lot lines are framed by wood fences.

***B6. Construction History** *(continued from page 2)*:

- Circa 1904. Original construction of subject building
- 1911. Addition appended to the rear/north façade

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- Modifications were made to the porch
- A second entrance, comprising a stoop and door, was added to the primary/south façade
- An addition was appended to the rear/north façade (1911)
- Original windows were replaced
- Doors and windows were boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

The earliest known residents of 2231-2235 Sunset Boulevard were Stefan and Teresa Zacsek, both Hungarian immigrants, who are occupied the rear house at the back of the lot beginning in 1904, built the main house in 1909, and resided at the property until circa 1912. Stefan Zacsek is identified in city directories as a janitor and machinist; Teresa is identified as a bookkeeper. Following the Zacseks' departure, numerous individuals moved into and out of these houses, many of whom appear to have been renters. Among the longest-term residents of the property were Morris and Tillie Morse. The Morses resided in the main house from the 1930s until at least the 1960s, and permit records indicate that they owned the property during this time. The Morses commissioned the construction of the commercial building at street level, where they operated a liquor store. Numerous other tenants have been associated with both the main house and the rear house over time. Research did not reveal any notable information about the lives of these individuals. Like the adjacent property at 2225-2229 Sunset Boulevard, those who resided in the two residential buildings on this parcel appear to have largely been working-class and middle-income renters employed in common professions. No information was uncovered to indicate that any one of them made notable contributions to history.

Between circa 1904 and circa 1912, Anna Zacsek, the daughter of Stefan and Teresa Zacsek, lived in the residences at 2231 and 2231½ Sunset Boulevard. She was a child at this time. Anna Zacsek, who later changed her name to Olga Grey, enjoyed a long and varied career during her adult life. She worked as a silent movie actress, dabbled in theater, and later became an accomplished attorney who specialized in cases involving civil rights. While Zacsek found success in each of these fields, there is insufficient evidence to demonstrate that her contributions to any one of these vocations merits recognition as a historic individual in the spirit of this criterion. Moreover, Zacsek resided in this house during her childhood years, well before she made any inroads in the above-listed professions. She did not appear in her first film until 1915 – at which point she and her family had moved away from the subject property – and was not admitted to the California bar until many years after that, in 1932. These same points are emphasized in the 2011 OHR staff report that was prepared in response to the HCM nomination for 2231½ Sunset Boulevard;, the staff report concludes that "it is uncertain whether her contributions to each field enable her to rise to the level of a historic personage under the Cultural Heritage Ordinance criteria. Nonetheless, the subject building itself is only associated with Zacsek's early life, from the ages of 6-14, and therefore cannot be sufficiently associated with her productive life.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

<u>National Register/California Register/Local (HCM) Criterion C/3/3</u>
2231½ Sunset Boulevard is designed in a vernacular idiom and does not embody the distinctive characteristics of an architectural style. It loosely embodies some characteristics of Late Victorian-era styles that were popular at its time of construction, but does not possess enough characteristics to be associated with any one of these styles in particular.

None of the residential buildings on the Site, including 2231½ Sunset Boulevard, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2231½ Sunset Boulevard – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. Its original architect and builder could not be determined. However, given the building's relatively vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

(continued on page 5)

*Resource Name or # (Assigned by recorder) 2231½ Sunset Boulevard
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***B10. Significance** *(continued from page 4)*:

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2231½ Sunset Boulevard retains integrity of location. Its integrity of setting and association also remain intact but have been compromised. Due to alterations including the addition of a second entrance comprising a stoop and door, modification of the porch, replacement of original windows, and construction of a rear addition, the building does not retain integrity of design, materials, workmanship, or feeling.

***B12. References** *(continued from page 2)*:

Ancestry.com (various databases). Accessed Apr. 2020, https://www.ancestry.com/

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

California Office of Historic Preservation. *Technical Assistance Series #5: California Register of Historical Resources, The Listing Process.* Sacramento, CA: California Department of Parks and Recreation, n.d.

California Office of Historic Preservation. *Technical Assistance Series #6: California Register and National Register: A Comparison.* Sacramento, CA: California Department of Parks and Recreation, 2001.

City of Los Angeles Administrative Code (Chapter 9, Section 22.171).

Echo Park Historical Society. "History and Landmarks." Accessed Apr. 2020, http://historicechopark.org/history-landmarks/

Los Angeles City Directories (various dates). Accessed Apr. 2020 via the Los Angeles Public Library, https://rescarta.lapl.org/ResCarta-Web/jsp/RcWebBrowseCollections.jsp

Los Angeles County Department of Public Works. Tract Maps. Accessed Apr. 2020, https://dpw.lacounty.gov/smpm/landrecords/

Los Angeles County Office of the Assessor. Property assessment data and maps. Accessed Apr. 2020, https://portal.assessor.lacounty.gov/

McAlester, Virginia, and Lee McAlester. *A Field Guide to American Houses.* New York: Alfred A. Knopf, 2009.

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington, D.C.: U.S. Department of the Interior, 1990 (rev. 1991, 1995, 1997, 2001, 2002).

Sanborn Map Company. Sanborn Fire Insurance Map: Los Angeles, California (various dates). New York: Sanborn Company. Accessed Apr. 2020 via the Los Angeles Public Library, http://www.lapl.org/collections-resources/research-and-homework#S

SurveyLA Citywide Historic Context Statement. "Context: Architecture and Engineering 1850-1980, Theme: Arts and Crafts Movement 1895-1930." Jun. 2016.

"SurveyLA Historic Resources Survey Report: Silver Lake-Echo Park-Elysian Valley Community Plan Area." Prepared by GPA Consulting, Inc. for the City of Los Angeles. May 2014.

U.S. Department of the Interior. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Washington, D.C.: National Park Service, 1990, revised 1997.

U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

CONTINUATION SHEET

*Resource Name or # (Assigned by recorder) 2231½ Sunset Boulevard

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. Primary/south façade, detail of secondary entrance, view northeast (ARG, 2019)

Image 3. East façade, view northwest (ARG, 2019)

Image 4. Primary/south façade, detail of porch, view northwest (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2216 Elsinore Street (rear house)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2216 Elsinore Street City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2216 Elsinore Street is a rear house that is located to the rear of the main house at 2218 Elsinore Street. This building is set back on the property and is not visible from the public-right-of-way. It is one story in height. The building was constructed in 1919 as a detached garage serving the main house, but was converted into a rear dwelling in 1932. The building is constructed of wood frame, sits on a concrete foundation, and is generally rectangular in plan. It lacks the characteristics of any architectural style. The building is capped by a roof with gabled, shed, and flat volumes. Visible roof volumes are sheathed in composition shingles. The pitched volumes have bargeboards and projecting eaves; the flat volumes are spanned by parapets. Exterior walls are clad with wood shiplap siding.

Ingress is provided via the south façade, and consists of a partial-width projecting porch that is set beneath a shed roof projection. The porch is supported by squared wood posts and framed by a wood balustrade. It is accessed by a set of concrete steps with a metal handrail. Set within the porch is a single door that has been boarded up and is not visible. On all façades, windows have been boarded up and are also not visible. Given the building's stylistic simplicity, there are no decorative details of note.

*P3b. Resource Attributes: (List attributes and codes) HP2. Single-Family Property; HP4. Ancillary Building
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) West façade, view northeast (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1919 (Building permits, Los Angeles Department of Building and Safety)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2216 Elsinore Street (rear house)
B3. Original Use: Garage; Single-Family Residence B4. Present Use: Vacant
*B5. Architectural Style Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Main house (2218 Elsinore St); Detached garage; Storage shed; Driveway; Mature landscaping

B9a. Architect: (None identified) b. Builder: W.H. and Augusta Joerndt
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The rear house at 2216 Elsinore Street does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 5)*

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

***B6. Construction History** *(continued from page 2)*:

- 1919. Original construction of subject building; it was built as a detached garage
- 1932. Garage converted into a rear dwelling unit; additions appended to the west and south façades

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- The building, originally a detached garage, was converted into a residence. This entailed the construction of additions to the south and west façades, and the insertion of new door and window openings (1932)
- Doors and windows have been boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling following its residential conversion.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

The earliest known residents of 2216-2218 Elsinore Street were sisters Katherine MacGregor, a nurse, and Maribel MacGregor, a stenographer. The MacGregors lived in the main house between 1906 and 1917 and rented some of the rooms to boarders, largely single professional women. William Joerndt, a machinist, lived in the house for an extended period, between 1917 and the early 1940s. Joerndt constructed all of the additional buildings on the property, including the rear house at 2216 Elsinore Street. It is common for residential properties to have a succession of owners and tenants over the course of their history, and the subject house is no exception. All of the above-listed individuals appear to have been typical residents employed in a variety of common vocations. Research did not reveal any information about the lives of these individuals, or indicate that they made notable contributions to history that merit recognition.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
2216 Elsinore Street is designed in a vernacular idiom and does not embody the distinctive characteristics of an architectural style.

None of the residential buildings on the Site, including 2216 Elsinore Street, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

(continued on page 4)

*Resource Name or # (Assigned by recorder) 2216 Elsinore Street
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***B10. Significance** *(continued from page 3)*:

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2216 Elsinore Street – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. The original building permit did not identify an architect, and also identified the builder as the property owner, William Joerndt, suggesting that he erected the structure himself and did not enlist the services of a professional. Joerndt is also identified as the builder for the residential conversion in 1932. Given the building's small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2216 Elsinore Street does not retain any aspects of integrity. It was constructed as a garage but was converted into a residence; its original use does not remain legible. It has also been extensively altered as a result of its conversion from a garage to a residence; alterations include the construction of multiple additions and the insertion of new door and window openings.

***B12. References** *(continued from page 2)*:

Ancestry.com (various databases). Accessed Apr. 2020, https://www.ancestry.com/

"Building Permits Issued." *Los Angeles Times*. Jul. 15, 1906.

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

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California Office of Historic Preservation. *Technical Assistance Series #6: California Register and National Register: A Comparison.* Sacramento, CA: California Department of Parks and Recreation, 2001.

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"For Rent – Rooms, Furnished." *Los Angeles Times*. Feb. 8, 1908.

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U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

*Resource Name or # (Assigned by recorder) 2216 Elsinore Street

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. West façade, view southeast (ARG, 2019)

Image 3. South façade, view north (ARG, 2019)

Image 4. Detail of porch on south façade, view northeast (ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 2218 Elsinore Street (front house)

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 2218 Elsinore Street City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-026

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2218 Elsinore Street is a two-story single-family residence that was built in 1906. The house is set back from the public right-of-way and is located at the front of the parcel. It is constructed of wood frame, sits on a concrete foundation, and is generally rectangular in plan. Architecturally, the house is most closely aligned with the Craftsman style, though it is a transitional example of the style and also exhibits elements of the Late Victorian era styles that preceded the Arts and Crafts movement. The house is capped by a steeply pitched gabled roof with composition shingles, bargeboards, open eaves, and exposed rafters. The bargeboards feature notching at the ends. The roof features a large central dormer, and is pierced by an exterior brick chimney that appears to have been truncated. Exterior walls are clad in asbestos siding.

The primary façade faces north, toward Elsinore Street, and is generally symmetrical. This façade is spanned by a full-width recessed porch that is supported by wood posts and framed by a low wood wall clad in asbestos siding. Set within the porch is the main entrance to the house, which consists of a single door that has been boarded up and is not visible. On either side of the door are window openings, which have also been boarded up and are largely not visible; however, small portions of these windows that do

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single-Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary (north) façade, view southwest (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1906 (Los Angeles County Office of the Assessor)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 2218 Elsinore Street (front house)
B3. Original Use: Single-family residence B4. Present Use: Vacant
*B5. Architectural Style Craftsman
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
*B8. Related Features: Rear house (2216 Elsinore St); Detached garage; Storage shed; Driveway; Mature landscaping

B9a. Architect: (None identified) b. Builder: C.F. Borton Co., Inc.
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The front house at 2218 Elsinore Street does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 6)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

***P3a. Description** *(continued from page 1)*:

remain visible suggest that they are wood frame and have diamond panes. On the upper story, set within the dormer above the porch, are two wood double-hung windows with multi-light upper sashes.

There is another entrance at the west end of the rear (south) façade, comprising a stoop that is approached by concrete steps with a metal rail. The stoop leads to a single door, which is also boarded up is not visible. On the opposite (east) end of the south façade is a small addition that appears to house a utility room. The addition is constructed of wood frame and is capped by shed roof; it features a single, paneled utility-style wood door with integral vents. Other features on the rear (south) and side (west, east) facades are limited to windows that have been boarded up and are not visible.

The property also contains a rear dwelling (addressed in a separate DPR form) and two ancillary structures. The first is a detached garage that is located to the immediate south and east of the main house and was constructed in 1934. The garage is a simple wood framed structure with a rectangular footprint, a flat roof, and vertical wood siding. Its primary façade faces north, toward Elsinore Street, and features a single hinged vehicular door. The second is a small storage structure that is located at the southeast corner of the lot and was constructed in 1935. The latter is a diminutive structure with a square footprint, a gable-on-hip membrane roof with open eaves and exposed rafters, and wood shiplap siding. There is a single opening on the west façade, which has been boarded up.

The property features a variety of landscape features. The front (north) setback features a lawn with mature trees and perimeter shrubs. A narrow parkway provides a modest buffer between the sidewalk and the street. There is also a rear lawn with mature trees and shrubs in the rear setback, to the south and west of the main house. Hardscape features include a concrete driveway that abuts the east lot line and provides vehicular access to the garage, another concrete driveway that abuts the west lot line, and a concrete footpath that transects the rear yard and leads to an access gate, connecting the subject property with two adjacent properties on Sunset Boulevard.

***B6. Construction History** *(continued from page 2)*:

- 1906. Original construction of subject house
- 1919. Detached garage constructed at rear of property
- 1932. Garage converted into a rear dwelling unit; several additions were constructed toward this end
- 1933. Permit issued to "replace old wood shingles with composition." The scope of work pertains to the subject house. It is not clear if this refers to replacement of roof cladding or exterior wall cladding
- 1934. New detached garage constructed adjacent to the subject house; this is a reference to the present-day garage
- 1935. Detached storage shed constructed at rear of property
- 1944. House re-roofed with composition shingles
- 2011. Termite-damaged wall studs removed and replaced in the detached garage

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- Original wall cladding (presumably wood siding or wood shingles) was replaced with asbestos shingles
- Porch supports were altered
- A small addition, appearing to house a utility room, was added to the rear/south façade
- The brick chimney appears to have been truncated
- Doors and windows have been boarded up

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling following its residential conversion.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

The earliest known residents of 2216-2218 Elsinore Street were sisters Katherine MacGregor, a nurse, and Maribel MacGregor, a stenographer. The MacGregors lived in the main house between 1906 and 1917 and rented some of the rooms to boarders, largely single professional women. William Joerndt, a machinist, lived in the house for an extended period, between 1917 and the early 1940s. Joerndt constructed all of the additional buildings on the property, including the rear house at 2216 Elsinore Street. Others who are known to have lived at the property in subsequent years included Virginia Vasquez, Michael and Meryl Prisco, Leo and Wilma Brizzee, Elmer and Florence Chase, Ivan and Harriet Walker, Paul Johnston, and Blanca Rojas. Very little is known about the lives of these individuals.

It is common for residential properties to have a succession of owners and tenants over the course of their history, and the subject house is no exception. All of the above-listed individuals appear to have been typical residents employed in a variety of common vocations. Research did not reveal any information about the lives of these individuals, or indicate that they made notable contributions to history that merit recognition.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
2218 Elsinore Street exhibits some characteristics of the Craftsman style including a gabled roof, overhanging eaves, and broad entry porch. However, the house reads as a simplified and vernacular interpretations of the style, and is generally lacking in the level of articulation needed to render it an excellent example of the Craftsman style. The houses does not read as a particularly profound architectural statement; rather, it is demonstrative of how basic elements of popular architectural styles, including the Craftsman style, were pared down and transposed to a vernacular context and the design of everyday suburban dwellings.

None of the residential buildings on the Site, including 2218 Elsinore Street, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 2218 Elsinore Street – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

(continued on page 5)

***B10. Significance** *(continued from page 4)*:

The subject building does not represent the work of a master. The original building permit did not identify an architect, and very little information was found about its builder – C.F. Borton Co., Inc. – aside from that they were a Los Angeles-based building contractor. Given the building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity
2218 Elsinore Street retains integrity of location and setting. Its integrity of association also remains intact but has been compromised. Due to alterations including porch modifications, a rear addition, and replacement of original wall cladding with incompatible asbestos shingles the building does not retain integrity of design, materials, workmanship, or feeling.

***B12. References** *(continued from page 2)*:

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U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form.* Washington, D.C.: National Park Service, 1997.

*Resource Name or # (Assigned by recorder) 2218 Elsinore Street

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. Primary/east façade, view southwest. Note addition in foreground (ARG, 2019)

Image 3. West façade, view southeast (ARG, 2019)

Image 4. South and west façades, view northeast. Note rear entrance in foreground (ARG, 2019)

Image 5. South façade, detail of addition, view northwest(ARG, 2019)

State of California--- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI
Trinomial #
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) 1121 Mohawk Street

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Date T ;R ; ¼of ¼ of Sec ; B.M.
c. Address 1121 Mohawk Street City Los Angeles Zip 90026
d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 5402-031-023

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1121 Mohawk Street contains a one-story single-family residence that was constructed in 1921. The house is set back from the street, and because of the slope of the lot on which it sits it is perched up above street level. The house is constructed of wood frame, sits on a concrete foundation, and has an L-shaped plan. It is designed in a modest interpretation of the Craftsman style. Most of the house is capped by a low-pitched gabled roof with composition shingles, bargeboards, open eaves, and exposed rafters. There is an addition to the primary (east) façade that is capped by a shed roof. Vents and pierced screens are incorporated into the gable ends. Exterior walls are clad in wood shiplap siding.

Features on the primary façade are asymmetrically composed. The south end of the primary façade is spanned by a partial-width recessed porch that is approached by a series of concrete steps. The steps are flanked by galvanized pipe rails. The porch is supported by squared wood posts that are set within cut stone piers, and is framed by a concrete balustrade; the south end of the porch is enclosed by a glazed wall. Set within the porch is a single door that is obscured by a security door. To the south of the door is a

(continued on page 3)

*P3b. Resource Attributes: (List attributes and codes) HP2. Single-Family Property
*P4. Resources Present: ☒Building ☐Structure ☐ Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.):

*P5a. Photograph or Drawing (Photograph required for buildings, structures or objects)

P5b. Description of Photo: (view, date, accession #) Primary/east façade, view northwest (ARG, 2019)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1921 (Los Angeles County Office of the Assessor)

*P7. Owner and Address:
Not recorded

*P8. Recorded by: Name, affiliation, and address)
Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*P9. Date Recorded: 5/15/2020
*P10. Survey Type: (Describe)
☒ Intensive
☐ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Sunset and Mohawk Properties, Historical Resource Assessment Report (ARG, 2020)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure & Object Record
☐Archaeological Record ☐ District Record ☐Linear Feature Record ☐ Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photographic Record ☐ Other (List)

BUILDING, STRUCTURE AND OBJECT RECORD

 *NRHP Status Code 6Z

B1. Historic Name: (None identified)
B2. Common Name: 1121 Mohawk Street
B3. Original Use: Single-Family Residence B4. Present Use: Single-Family Residence
*B5. Architectural Style Craftsman
*B6. Construction History: (Construction date, alterations, and date of alterations)
(see Page 3)
*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
*B8. Related Features: Driveway; Retaining wall; Mature landscaping

B9a. Architect: (None identified) b. Builder: C.E. Rawson
*B10. Significance: Theme N/A Area N/A
Period of Significance: N/A Property Type: N/A Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Summary Statement of Significance

The house at 1121 Mohawk Street does not meet eligibility criteria for federal (National Register/NRHP), state (California Register/CRHR), or local (Los Angeles Historic-Cultural Monument/HCM or Historic Preservation Overlay Zone/HPOZ) listing. Below is a discussion of how this determination was made.

National Register/California Register/Local (HCM) Criterion A/1/1

The four subject parcels collectively contain eight residential buildings that were constructed between the turn-of-the-twentieth century and the early 1920s, all of which bear loose association with broad patterns of residential development that lent impetus to the growth of Echo Park and other Downtown-adjacent communities in the early decades of the twentieth century. Four of these buildings were constructed in or around the first decade of the 1900s: the front house at 2227¼-¾ Sunset Boulevard and the rear house at 2229¾ Sunset Boulevard were both constructed circa 1901; the rear house at 2231½ Sunset Boulevard was constructed circa 1904; the front house at 2218 Elsinore Street was constructed in 1906; and the front house at 2231 Sunset Boulevard was constructed in 1909.

The house at 1121 Mohawk Street, which was constructed in 1921, and the rear duplex at 2229¼-½ Sunset Boulevard, both have slightly later construction dates than other buildings on the Site. The same can be said of the rear house at 2216 Elsinore Street, which was built as a garage in 1919 and subsequently converted to a rear dwelling in 1932. These buildings are indicative of the trend toward infill development, which became increasingly common as neighborhoods matured, subdivisions were built to capacity, and the amount of developable land became scarcer. 1121 Mohawk Street shows how parcels that remained undeveloped were improved with new houses that were visually harmonious with existing buildings in the neighborhood. The rear duplex at 2229¼-½ Sunset Boulevard and the rear house at 2216 Elsinore Street are demonstrative of how ancillary uses were slotted into the neighborhood's characteristically deep parcels in an effort to reap the highest and best use of the land.

(continued on page 3)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(see Page 6)*

B13. Remarks:

*B14. Evaluator: Andrew Goodrich, AICP
Architectural Resources Group
360 E. 2nd Street, Suite 225
Los Angeles, CA 90012

*Date of Evaluation: 5/15/2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

ARG, 2020
Base map source: ESRI World Topo Map
N

***P3a. Description** *(continued from page 1)*:

tripartite wood window with a fixed center sash flanked by two double-hung sashes. The north end of the primary façade consists of an addition that projects from the face of the house and features a single fixed wood window. All windows on the primary façade are obscured by metal security bars.

Other building façades are secondary and are largely obscured from public view. Fenestration on these façades is varied, but appears to generally consist of wood double-hung windows. The rear (west) façade features a garage that was once detached but is now connected to the main house via a hyphen.

The front (east) setback features a yard and mature shrubs, and is framed by a retaining wall composed of cinder blocks and board-formed concrete. The yard is bisected by concrete steps with galvanized pipe rails, which lead to the porch. A scored concrete driveway, also framed by retaining walls, spans the south lot line and provides vehicular access to the garage. A chain link gate is installed at the access point to the driveway. There is also a yard with mature vegetation in the rear setback.

***B6. Construction History** *(continued from page 2)*:

- 1921. Original construction of subject building
- 1926. Detached garage constructed at rear of property
- 1959. Addition (8'1" x 11') appended to the primary/east façade to accommodate a study room

Alterations to the subject building are listed below. Some were noted during field inspection but are not reflected in the permit record. For alterations that are reflected in the permits record, the year that the alteration took place is listed parenthetically.

- An addition was appended to the primary/east façade (1959)
- An addition was appended to the rear/west façade, connecting the house and garage
- Security doors were added
- Security window bars were added

***B10. Significance** *(continued from page 2)*:

All of these residences were constructed at a time of considerable growth in Echo Park, when the Washington Heights Tract and adjacent subdivisions were developed with relatively modest dwellings that embodied common architectural styles and collectively came to define the area's suburban streetscapes. However, given the steady pace of residential development that was taking place in Echo Park at this time, these buildings read as ordinary – and not unique – examples of their requisite residential development patterns. None of these houses appear to be among the oldest residences in the area, nor are they particularly rare; there are many other examples of turn-of-the-twentieth century houses in the residential blocks around the Site, many of which are similar to the subject buildings with respect to scale, style, setback, and overall appearance. In addition, infill development and ancillary structures are common features of the neighborhood and are not unique to these properties. The aforementioned residential buildings, then, do not represent broad patterns of residential development in a manner that is not equally expressed by the many other properties in the area that date to the same general period of history and have many similar visual and contextual qualities.

There is insufficient evidence to demonstrate that the building is linked to an event that is considered to be singularly significant to history. Research did not indicate that it functioned as anything more than a typical dwelling.

For the reasons stated above, there is insufficient evidence to demonstrate that this building – or any of the buildings comprising the Site – are associated with events of patterns of events that have made a significant contribution to history. Therefore, the building does not satisfy National Register/California Register/Local Criterion A/1/1.

National Register/California Register/Local (HCM) Criterion B/2/2
There is insufficient evidence to demonstrate that the building bears a meaningful association with the productive lives of historically significant individuals.

(continued on page 4)

***B10. Significance** *(continued from page 3)*:

The earliest known resident of 1121 Mohawk Street was Mary McClellan. Others associated with the property include Mary E. Johnson; Michael Degnen, President of the Radium Appliance Company, Antoinette Wanitska, a maid; Agostino Ranieri and Luisa Stornelli Ranieri; Carl Jensen; Wilfred L. Cote; Peter Stornelli; and Richard Lee Dale. It is common for residential properties to have a succession of owners and tenants over the course of their history, and the subject house is no exception. All of the above-listed individuals appear to have been typical residents employed in a variety of common vocations. Research did not reveal any information about the lives of these individuals, or indicate that they made notable contributions to history that merit recognition.

For these reasons, the building does not satisfy National Register/California Register/local Criterion B/2/2.

National Register/California Register/Local (HCM) Criterion C/3/3
1121 Mohawk Street exhibits some characteristics of the Craftsman style including a gabled roof, overhanging eaves, and broad entry porch. However, the house reads as a simplified and vernacular interpretations of the style, and is generally lacking in the level of articulation needed to render it an excellent example of the Craftsman style. The houses does not read as a particularly profound architectural statement; rather, it is demonstrative of how basic elements of popular architectural styles, including the Craftsman style, were pared down and transposed to a vernacular context and the design of everyday suburban dwellings.

None of the residential buildings on the Site, including 1121 Mohawk Street, embody the distinctive characteristics of an architectural or historical type. They are typically scaled, single-family and multi-family residences that are found in abundance in the Echo Park community and throughout the Los Angeles region. These residences are accompanied by a variety of rear houses, ancillary structures, and other infill uses that are also common throughout Southern California.

The subject building is not notable for its method of construction. All of the residential buildings comprising the Site – including 1121 Mohawk Street – are typical, wood-frame buildings that were constructed using common methods and materials. There is nothing particularly unusual or noteworthy about the manner in which any of these buildings was constructed. None of the buildings possesses enough articulation to possess high artistic values. There does not exist a concentration of resources in the vicinity to constitute a historic district; the buildings on the four subject properties have different uses, were built during different periods, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

The subject building does not represent the work of a master. The original building permit did not identify an architect, and very little information was found about its builder – C.E. Rawson – aside from that he was employed as a building contractor and maintained an office in Downtown Los Angeles. Given the building's relatively small scale, vernacular appearance, general lack of articulation, and dearth of mention in any architectural periodicals or trade journals it seems highly unlikely that it represents the work of a master.

For these reasons, the building does not satisfy National Register/ California Register/local Criterion C/3/3.

National Register/California Register Criterion D/4
As an archaeological assessment was not conducted as part of this study, the property's potential for containing subsurface archaeological resources is unknown.

Local Historic District/HPOZ
The buildings comprising the Site exhibit little in the way of consistency. The subject buildings have different uses, were constructed during different periods of neighborhood development, are associated with different contexts and themes, and are of different scales and architectural styles. Collectively they do not represent a significant entity whose components lack individual distinction.

There is also insufficient cohesion in the surrounding area to suggest the presence of a local historic district. The stretch of Sunset Boulevard along which the Site is located has a somewhat varied visual character, with buildings representing different periods of development between the early twentieth century and the post-World War II era. In the immediate vicinity of the Site are streetcar commercial buildings that are similar in scale and appearance to the two commercial buildings addressed in this report; commercial strip malls that appear to date to the post-World War II period; the rear side of residential parcels; and a series of undeveloped parcels that interrupt the cadence and continuity of the streetscape.

(continued on page 5)

*Resource Name or # (Assigned by recorder) 1121 Mohawk Street
Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

***B10. Significance** *(continued from page 4)*:

The adjacent residential neighborhood to the north of Sunset Boulevard, which encompasses two of the subject properties, exhibits some consistency with respect to the essential bulk, scale, massing, and general appearance of residential development. Most of the houses within this neighborhood were built in the early decades of the twentieth century and therefore feature similar styles and setbacks. However, as noted in the SurveyLA report for the Silver Lake-Echo Park-Elysian Valley CPA (2014), the area lacks sufficient integrity to be an eligible historic district. "Although the area retains some consistency of massing, scale, and architectural style," notes the report, "many of its individual buildings have been altered. Common alterations include stucco cladding over original wall materials and the replacement of original windows. Some buildings have been demolished entirely and replaced with multi-family infill dating much later. The cumulative impact of these alterations has compromised the integrity of the district," insofar as to where it does not meet the integrity thresholds for listing as an HPOZ, or as a historic district for purposes of listing in the National Register of California Register.

Evaluation of Integrity

1121 Mohawk Street retains integrity of location and setting. Its integrity of feeling and association also remain intact but have been compromised. Due to alterations including multiple additions, including a prominent addition to the front façade, the building does not retain integrity of design, materials, or workmanship.

***B12. References** *(continued from page 2)*:

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852 (c).

California Office of Historic Preservation. *Technical Assistance Series #5: California Register of Historical Resources, The Listing Process.* Sacramento, CA: California Department of Parks and Recreation, n.d.

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*Resource Name or # (Assigned by recorder) 1121 Mohawk Street

Recorded By: Architectural Resources Group Date: 5/15/2020 ☒ Continuation ☐ Update

Image 2. Primary/east façade, view southwest. Note addition in foreground (ARG, 2019)

KATIE E. HORAK

Principal | Architectural Historian & Preservation Planner

Katie is a Los Angeles-area native and Principal in ARG's Los Angeles office. She has more than fifteen years experience in the field of historic resource management in both the public and private sectors. Katie is a recognized leader in the industry, bringing creative and innovative solutions to complex issues related to historic site documentation, management, and adaptive re-use. Katie brings additional experience with California Environmental Quality Act (CEQA) compliance documentation, historic structure reports, determinations of eligibility, design review, and Mills Act Property Tax Abatement Program administration.

Relevant Project Experience

- UC San Diego (La Jolla Campus), Campus-Wide Historic Resources Survey and Preservation Plan, La Jolla, CA
- University of Southern California, Historic Resources Survey, Los Angeles, CA
- Claremont McKenna College, Historical Resources Technical Report under CEQA, Claremont, CA
- Pomona College Master Plan EIR, Historical Resources Technical Report under CEQA, Claremont, CA
- Lucas Museum of Narrative Art EIR, Historical Resources Technical Report, Los Angeles, CA
- SurveyLA, Los Angeles Citywide Historic Resources Survey: Citywide Historic Context Statement (The Ranch House and Los Angeles Modernism), Pilot Survey, Groups 1, 2, 4, 5, 6, 7, 8, 9, and 10 Surveys
- Los Angeles Union Station, Historic Structures Report and ongoing historic preservation consultation, Los Angeles, CA
- Historic Signs Survey and Ordinance Review, Burbank, CA
- City of Beverly Hills, Citywide Historic Resource Survey, Beverly Hills, CA
- City of Arcadia, Citywide Historic Resources Survey, Arcadia, CA
- City of Santa Monica, Historic Resources Inventory (HRI) Update, Santa Monica, CA

Selected Lectures

- "Minoru Yamasaki and the 'World's Most Beautiful Hotel'" Preserving the City of the Future: Civic and Corporate Los Angeles in the 20th Century, Los Angeles County Museum of Art (LACMA), June 2019
- "Preservation Possibilities for 1990s Architecture," Preserving the Recent Past Conference, Los Angeles, March 2019
- "Implementing Heritage Surveys and Digital Inventories," National Trust for Canada Conference, Fredericton, New Brunswick, Oct. 2018
- "Historic Surveys and Designation: From Identification to Nomination." California Preservation Foundation Workshop, January 2016.
- "Beyond Mid-Century Modern," California Preservation Conference, May 2015.
- "How to Measure Integrity in Historic Resources," Palm Springs Modernism Week, February 2015, and California Preservation Conference, May 2015.
- "Current Trends in Historic Resources Surveys for Preservation Planning," California APA Conference, Visalia, CA Oct. 2013.

Education

Master of Heritage Conservation, University of Southern California, Los Angeles

University of Oregon, Eugene Historic Preservation Field School in Canova, Italy

Bachelor of Arts, Art (Painting/Drawing), Whitworth College, Spokane, Washington

Meets *The Secretary of the Interior's Professional Qualifications Standards* in Architectural History and History

Memberships

Board of Directors, Docomomo US

Founding President, Docomomo US, Southern California Chapter

Los Angeles Conservancy

National Trust for Historic Preservation

Society of Architectural Historians, Southern California Chapter

Academic Involvement

Adjunct Assistant Professor, University of Southern California.

Current courses taught: *Introduction to Historic Site Documentation*, and *Advanced Documentation: Historic Resources Surveys*

ANDREW GOODRICH

Associate | AICP | Architectural Historian & Preservation Planner

Andrew is an Architectural Historian and Preservation Planner in ARG's Los Angeles office, with a joint background in city planning and historic preservation and formal training in both fields. His academic and professional pursuits have led him to develop an interest in how public policy can be used to enliven the historic built environment. He also brings an understanding of urban landscapes and is versed in Geographic Information Systems (GIS) software. A Los Angeles-area native with a keen interest in the region and its history, Andrew has been practicing in the preservation planning field since 2008 and worked for various public and not-for-profit agencies prior to joining ARG. At ARG, he has managed and contributed to numerous historic resource surveys and historic context statements that have ranged in scale from entire cities, to college campuses, and down to individual neighborhoods. His experience also includes landmark nominations, historic property assessments, and rehabilitation incentives. Andrew is a member of the American Institute of Certified Planners (AICP), and sits on the Programs Committee for the American Planning Association (APA)'s Los Angeles chapter.

Relevant Project Experience

- CSU San Bernardino Historical Resources Evaluation Report, San Bernardino, CA
- UC San Diego (La Jolla Campus), Campus-Wide Historic Resources Survey and Preservation Plan, La Jolla, CA
- UC San Diego (Hillcrest Campus), Historic Resources Survey and CEQA Technical Report, San Diego, CA
- Pomona College, CEQA Technical Report, Claremont, CA
- SurveyLA, Los Angeles Citywide Historic Resources Survey: Group 6 Surveys (Arleta-Pacoima, Mission Hills-Panorama City-North Hills Community Plan Area); Group 7 Surveys (Boyle Heights, Wilshire Community Plan Areas); Group 8 Surveys (Chatsworth-Porter Ranch, Northridge Community Plan Areas); Group 10 Survey (Central City Community Plan Area)
- SurveyLA, Los Angeles Citywide Historic Resources Survey: Historic Context Statement (The Ranch House, Los Angeles Modernism)
- City of Santa Monica, Historic Resources Inventory (HRI) Update, Santa Monica, CA
- City of Dana Point, Citywide Historic Resources Inventory Update, Dana Point, CA
- City of Beverly Hills, Citywide Historic Resource Survey, Beverly Hills, CA
- Melville J. Courson Park Pool and Buildings, Historic Resource Evaluation and Documentation, Palmdale, CA
- Canter's Delicatessen, Historic-Cultural Monument (HCM) Application, Los Angeles, CA
- 119 and 127-29 N. Kenwood Street, CEQA Review and Reconnaissance Survey, Glendale, CA
- Oxford Square, Historic Preservation Overlay Zone (HPOZ) Survey, Los Angeles, CA
- Culver City Ice Arena, Historic Resource Evaluation, Culver City, CA
- 401 25th Street (Bundy House), Landmark Assessment, Santa Monica, CA
- La Rosita Drive Inn, Historic Resource Evaluation, Redlands, CA
- Greenleaf Masonic Center, Historic Resource Evaluation, Whittier, CA

Education

Master of Heritage Conservation, University of Southern California

Master of Planning, Concentration in Economic Development, University of Southern California

Bachelor of Arts, Urban Studies and Planning, University of California, San Diego

Meets *The Secretary of the Interior's Professional Qualifications Standards* in Architectural History and History

Memberships

American Institute of Certified Planners (AICP)

American Planning Association

Los Angeles Conservancy

Honors

Tau Sigma Delta, Honors Society for Architecture and Allied Arts

Pi Alpha Alpha, Honors Society for Public Affairs and Administration

Greta and Dean Wilkinson Fellow, School of Architecture, University of Southern California

Dean's Merit Scholar, Sol Price School of Public Policy, University of Southern California

ROSA LISA FRY

Architectural Historian & Preservation Planner

Rosa is an Architectural Historian and Preservation Planner in ARG's Los Angeles office with a background in fine art and historic preservation. Rosa grew up in Rhode Island and then lived in Austin, Texas for 8 years before moving to California. Her experience includes historic resources surveys, historic structure reports, and covenant inspections. Rosa interned with Preservation Austin prior to joining ARG and has experience in preservation advocacy and education. She is an active member of the Society of Architectural Historians and DOCOMOMO.

Relevant Project Experience

- City of La Cañada, Historic Resources Inventory Update, Los Angeles, CA
- Citywide Historic Resources Survey, San Marino, CA
- 830-840 Fairfax Historic Resource Assessment, Los Angeles, CA
- Sunset Mohawk Historic Resource Assessment, Los Angeles, CA
- CBS Television City Historic Preservation Consulting Services, Los Angeles, CA
- 3641 Harvard Avenue Historic Resource Assessment, Los Angeles, CA
- California State University Long Beach, Historic Preservation Consulting, Long Beach, CA
- Casey's Irish Pub Historic-Cultural Monument Nomination, Los Angeles, CA
- Los Angeles Union Station, On-Call Historic Preservation Consulting, Los Angeles, CA

*Relevant Work Experience**

- Research & Advocacy Intern, Preservation Austin, Austin, TX
  Provided support to the executive director of an active preservation non-profit including assisting with membership drives and event coordination. Researched legacy businesses and engages with community members in order to implement the Historic Happy Hour series. Current member of the Education Committee and Inherit Austin Committee, planning and promoting Historic Homes Tours, History Hunts, and Sustainability Workshops.
- Greater Portland Landmarks Intern, Portland, ME
  Worked individually and collaborated with a team to develop historic contexts for six potential Landmark Historic Districts in Portland. Conducted reconnaissance and intensive level surveys according to the Maine Historic Preservation Commission Standards. Entered field data and photographs into Maine's Cultural and Architectural Resource Management Archive including recommendations for individual landmarks and historic districts.
- Landmarks Preservation Guild Conservation Intern, Landmarks Public Art Program of UT Austin, TX
  Assessed the condition of *Big Indian Mountain* (1965-66) by Raoul Hague, performing

Education

Master of Science, Historic Preservation, University of Texas, Austin

Bachelor of Fine Arts, History of Art and Printmaking, Syracuse University

Meets *The Secretary of the Interior's Professional Qualifications Standards* in Architectural History

Memberships

Docomomo US

Society of Architectural Historians

South Central Coastal Information Center
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California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

10/3/2020 SCCIC File #: 21368.7773

Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Re: Record Search Results for the Cypress 2217 W Sunset Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Hollywood, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within project radius: 1
Built-Environment Resources	Within project area: 3 Within project radius: 21
Reports and Studies	Within project area: 1 Within project radius: 18
OHP Built Environment Resources Directory (BERD) 2019	Within project area: 0 Within ¼-mile radius: 163
California Points of Historical Interest (SPHI) 2019	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL) 2019	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG) 2019	Within project area: 0 Within ¼-mile radius: 0
National Register of Historic Places (NRHP) 2019	Within project area: 0 Within ¼-mile radius: 0

Archaeological Determinations of Eligibility (ADOE): 2012	Within project area: 0 Within project radius: 0
City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within ¼-mile radius: 1

HISTORIC MAP REVIEW - Santa Monica, CA (1902, 1921) 15' USGS historic map indicates that in 1902, there was no visible development within a project area. There were several roads, buildings and intermittent streams within the project search radius. An unnamed lake was located southeast of the project area and the Hollywood and Cahuenga Valley R.R. ran to the north. In 1921, there was one building within the project area. There was a significant increase in development with a dense grid of roads within the project search radius. The previously mentioned rail road no longer appears and the unnamed lake was labeled as Echo Park.

RECOMMENDATIONS

*When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.

The archaeological sensitivity of the project location is unknown because there are no previous archaeological studies for the subject property. Additionally, the natural ground-surface appears to be obscured by urban development; consequently, surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources should not be attempted by project personnel.

It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may request an archaeological monitor.

Finally, three addresses within the project boundaries have an evaluation code of "5S2" and are individually eligible for local listing or designation. A qualified architectural historian should be retained to study the effects of this project on all properties within or adjacent to the project area and make recommendations regarding those structures. Other structures within or adjacent to the project area may also need to be evaluated for significance as required by the lead agency.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Isabela Kott
GIS Technician/Staff Researcher

Enclosures:

(X) Invoice #21368.7773

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Existing Annual VMT: **0**

					Fuel	
Fleet Mix	auto	91%	0	gas (mpg)	23.68	0.00
	other	9%	0	diesel (mpg)	9.43	0.00
						0.00

Diesel MPG Source: EMFAC2017 (VMT/Fuel Consumption
Gasoline MPG Source: EMFAC2017 (VMT/Fuel Consumption)

Project Annual VMT: **2,554,493**

Fleet Mix	auto	91%	2,324,589	gas (mpg)	23.69	98,125.31
	other	9%	229,904	diesel (mpg)	9.43	24,380.10
						122,505.41

Net Project Annual VMT: **2,554,493**

Fleet Mix	auto	91%	2,324,589	gas (mpg)	23.68
	other	9%	229,904	diesel (mpg)	9.43

Worker Fuel (Gasoline, on-road)

phase	trips	length (miles)	Days	total Miles	MPG	Gallons
Demolition	13	14.7	44	8,408	23.68	355.08
Site Preparation	8	14.7	43	5,057	23.68	213.55
Grading	8	14.7	86	10,114	23.68	427.09
Building Construction	212	14.7	349	1,087,624	23.68	45,930.05
Architectural Coating	42	14.7	86	53,096	23.68	2,242.25
						49,168.02

Vender Fuel (Diesel, on-road)

phase	trips	length (miles)	days	total Miles	MPG	Gallons
Demolition	0	6.9	44	0	9.43	0.00
Site Preparation	0	6.9	43	0	9.43	0.00
Grading	0	6.9	86	0	9.43	0.00
Building Construction	52	6.9	349	125,221	9.43	13,279.02
Architectural Coating	0	6.9	86	0	9.43	0.00
						13,279.02

Haul Fuel (Diesel, on-road)

phase	trips	length (miles)	days	total Miles	MPG	Gallons
Demolition	91	40	44	160,160	9.43	16,984.09
Site Preparation	0	20	43	0	9.43	0.00
Grading	5875	40	86	20,210,000	9.43	2,143,160.13
Building Construction	0	20	349	0	9.43	0.00
Architectural Coating	0	20	86	0	9.43	0.00
						2,160,144.22

Total On-Road Gas **49,168.02**
Total On-Road Diesl **2,173,423.24**

Construction Equipment (Diesel, off-road)

Phase	Equipment	Units	Hours	HP	Load Factor	Ave. Daily Load Factor	Days	HP Hours
Demolition	concrete/Industrial Saws	1	8	81	0.73	0.6	44	12,488.26
	Rubber Tired Dozers	1	8	247	0.4	0.6	44	20,866.56
	Tractors/Loaders/Backhoes	3	8	97	0.37	0.6	44	7,579.97
Site Preparation	Graders	1	8	187	0.41	0.6	43	15,824.69
	tractors/Loaders/Backhoes	1	8	97	0.37	0.6	43	7,407.70
	rubber Tired Dozers	1	7	247	0.4	0.6	43	17,843.28
Grading	Rubber Tired Dozers	1	6	247	0.4	0.6	86	30,588.48
	Graders	1	6	187	0.41	0.6	86	23,737.03
	Tractors/Loaders/Backhoes	1	7	97	0.37	0.6	86	12,963.47
Building Construction	Generator Sets	1	8	84	0.74	0.6	349	104,130.43
	cranes	1	6	231	0.29	0.6	349	84,166.24
	forklifts	1	6	89	0.2	0.6	349	22,363.92
	tractors/Loaders/Backhoes	1	6	97	0.37	0.6	349	45,092.20
	welders	3	8	46	0.45	0.6	349	34,676.64
Architectural Coating	Air Compressors	1	6	78	0.48	0.6	86	11,591.42
							Total	**451,320.28**
							Fuel Usage	**22,566.01**

2,195,989.26 Total Diesel
2,245,157.28 Total fuel

HP = hoursepower. Gallons of diesel fuel per HP-hour - 0.05.

Equipment assumptions are provided in the CalEEMod output files for the Project and fuel usage estimate of 0.05 gallons of diesel fuel per horsepower-hour is from the SCAQMD CEQA Air Quality Handbook, Table A9-3E.

Water Usage for fugitive dust control during construction
Water application rate = 3,020 gallons/acre/day
Each gallon of delivered potable water in Southern California is associated with 0.009727 kWhr of electricity).

Grading 86 days x .1.14 acres x 3,020 gallons = 296,081 gallons x 0.009727 = 2,880 **kWhr**

PRELIMINARY GEOTECHNICAL INVESTIGATION REPORT

for

PROPOSED ECHO PARK PROJECT
2217 Sunset Boulevard
Los Angeles, California

DRAFT

Prepared For:
Cypress Equity Investments
1212 Wilshire Boulevard
Los Angeles, California 90025

Prepared By:
Langan Engineering & Environmental Services
515 South Flower Street, Suite 2860
Los Angeles, California 90071

20 December 2019
700073001

LANGAN

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Abu Dhabi • Athens • Doha • Dubai • London • Panama

PRELIMINARY GEOTECHNICAL INVESTIGATION REPORT

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Prepared For:
Cypress Equity Investments
1212 Wilshire Boulevard
Los Angeles, California 90025

Prepared By:
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515 South Flower Street, Suite 2860
Los Angeles, California 90071

Enrique A. Riutort, PE, GE
Senior Project Manager
GE# 2863

Diane M. Fiorelli, PE, GE
Principal/Vice President
GE# 3042

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20 December 2019
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Abu Dhabi • Athens • Doha • Dubai • London • Panama

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DRAFT

REFERENCES

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5 LANDSLIDE INVENTORY
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APPENDICES

A SEISMICITY SEARCH RESULTS
B BORING LOGS
C LABORATORY TEST RESULTS
D SEISMIC SHEAR WAVE VELOCITY RESULTS

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1.0 INTRODUCTION

As requested and in accordance with our proposal and subsequent authorization by Cypress Equity Investments (CEI), LANGAN Engineering and Environmental Services Inc. (LANGAN) has performed a limited geotechnical investigation for the proposed 4 and 5-story residential buildings (Project) at West Sunset Boulevard, Los Angeles, CA (Site). Our scope of services included a limited geotechnical investigation including a subsurface investigation, laboratory testing, seismic refraction survey, and evaluation of the data and preparation of this preliminary geotechnical report.

Provided herein is a summary of our understanding of the proposed project, an overview of the geological and geotechnical information available for the site, the results of our subsurface investigation and preliminary recommendations related to feasible foundation types and geotechnical construction considerations for the project. Our recommendations follow the guidelines of the 2016 California Building Code (2016 CBC) and 2017 Los Angeles Building code (LABC).

2.0 PROJECT OVERVIEW

2.1 Existing Site Description

The approximately 40,000-square-foot rectangular-shaped parcel is adjacent to the Echo Park neighborhood area of Los Angeles. The site is bounded by residential housing to the west, Elsinore Street to the North, Mohawk Street to the east, and Sunset Boulevard to the south as shown on Figure 1. Currently residential housing and vacant vegetated lots occupy the site.

2.2 Proposed Improvement

Our understanding of the project is based on an email provided by CEI on 14 November 2019. Based on the information provided to date, it is our understanding that the proposed development will include the demolition of multiple structures, excavation for two below grade parking garage levels, and construction of a new 6-story structure. Based on a similar project that LANGAN was involved, individual column loads are expected range from 100 to 500 kips.

3.0 AVAILABLE INFORMATION REVIEW

Information that LANGAN reviewed included reports, maps, and other publicly available information from the United States Geological Survey (USGS), California Geological Survey (CGS), California Department of Conservation – Division of Mines and Geology (DMG), City of Los Angeles, Los Angeles Building and Safety Department, Federal Emergency Management Agency (FEMA), City of Los Angeles Zone Information and Map Access System (ZIMAS) and California Division of Oil, Gas, & Geothermal Resources (DOGGR). A summary of the available information reviewed includes regional and local geology and geologic hazards.

3.1 Regional and Local Geology

The site is located near the northwestern end of the Peninsular Ranges Geomorphic Province of Southern California. According to the CGS's California Geomorphic Provinces, Note 36 dated 2002, the Peninsular Ranges Geomorphic Province consists of a series of mountain ranges separated by northwest trending valleys that are subparallel to faults that branch from the San Andreas Fault. More specifically, the site is within the Central Block of the Los Angeles Basin,

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an extensive sediment-filled depression bound by the Santa Monica and San Gabriel Mountains in the north, the Pacific Ocean in the west, the Palos Verdes Peninsula in the southwest, the Santa Ana Mountains in the southeast, and the Puente, San Jose, and Chino Hills in the east. The basin's structural history includes extension and strike-slip faulting, followed by oblique contraction via thrusting and strike-slip faulting (Yerkes et al, 1965).

Based on the DMG's "Seismic Hazard Zone Report for the Hollywood 7.5 Minute Quadrangle, Los Angeles County, California" (Seismic Hazard Zone Report 026) revised 13 January 2006, the site is underlain by pre-Quaternary bedrock. Based on a review of regional geologic maps of the area the bedrock underlying the area consists of late Miocene aged marine sedimentary bedrock consisting mainly of tan to light gray semi-friable sandstone; includes thin interbeds of silty clay shale, known locally as the Puente/Monterey formation (Yerkes and Campbell, 2005/Diblee, 1991).

3.2 Geologic Hazards Review

Our geologic hazard review was performed in general accordance with CGS Special Publication 117A, "Guidelines for Evaluating and Mitigating Seismic Hazards in California," dated 2008. The following subsections present the results of our hazard review.

<u>Regional Faulting</u>

We reviewed the CGS 2010 Fault Activity Map of California (Figure 2A) and the accompanying document, An Explanatory Text to Accompany the Fault Activity Map of California (Figure 2B) to identify mapped faults within 100 kilometers of the site. The Fault Activity Map shows that the closest mapped Holocene faults are the Hollywood fault approximately 2.5 miles north, the Newport-Inglewood Fault Zone approximately 2.6 miles west and the Santa Monica fault approximately 6.5 miles west of the site.

Additionally, according to a search within 20 miles (32 kilometers) of the site of the USGS 2008 California Seismic Source Model, the closest known active faults capable of producing the strongest ground shaking are the Elysian Park (Upper), 0.36 miles (0.59 kilometers) northeast of the site; the Santa Monica Connected alt 2, 1.5 miles (2.42 kilometers) northwest of the site; and the Hollywood, 1.6 miles (2.58 kilometers) southwest and west of the site. Table A.1 in Appendix A summarizes the individual fault segments and fault segment combinations, the closest rupture distances from the site to the fault, mean characteristic moment magnitudes for each fault segment, slip rate, and fault length for individual fault segments near the site.

<u>Regional Seismicity</u>

Langan conducted a search of the USGS Advanced National Seismic System (ANSS) Comprehensive Earthquake Catalog (ComCat) using a web-based Earthquake Archive Search and URL builder tool. According to the search results, as of 12 December 2019, 33 earthquakes with magnitudes of 5.0 or greater have occurred within a 100-kilometer (62.2-mile) radius of the site since 1900. Table A.2 in Appendix A contains a summary of the USGS ANSS ComCat seismic occurrences and their latitude and longitude coordinates, approximate magnitudes and magnitude types, and approximate distances from the site to the source.

<u>Surface Rupture</u>

Alquist-Priolo Earthquake Fault Zones (APEFZ) are regulatory zones delineated by CGS around active faults with the potential to cause surface rupture. The zones average approximately ¼-mile in width. A review of the Seismic Hazard Zone Report 026 and the "Safety Element of the

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Los Angeles City General Plan" indicates that the site is not within a mapped, currently established Alquist-Priolo Special Study Zone or a Fault Rupture Study Area (Figure 3).

Liquefaction

Liquefaction is a transformation of soil from a solid to a liquefied state during which saturated soil temporarily loses shear strength resulting from the buildup of excess pore water pressure, especially during earthquake-induced cyclic loading. Flow failure, lateral spreading, differential settlement, loss of bearing, ground fissures, and sand boils are evidence of excess pore pressure generation and liquefaction. Soil susceptible to liquefaction includes loose to medium-dense sands and gravels, low-plasticity silts, and some low-plasticity clay deposits below the groundwater table. According to DMG's Seismic Hazard Zone Report 026 and the City of Los Angeles' Safety Element, the site is not within a mapped, currently established liquefaction-potential investigation zone (Figure 3).

Historic Groundwater

According to the CGS, Seismic Hazard Zone Report 026, the historically highest groundwater is not mapped near the limits of the Site.

Landslides

A review of the City of Los Angeles' Safety Element and Seismic Hazard Zone Report 026 indicates that the site is not located within a mapped zone of landslide occurrences or areas of significant grading (Figure 5).

Seismically-Induced Ground Deformations

Seismically-induced ground deformations include ground-surface settlement and differential settlement resulting from liquefaction-induced ground deformation and cyclic densification of unsaturated clean sands and gravels from earthquakes. Based on our subsurface investigation and field classification, seismically-induced ground deformations hazard is anticipated to be low.

Lateral Spreading

Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. The surficial blocks are transported downslope or in the direction of a free face, such as a slope, by earthquake and gravitational forces. Liquefaction is not anticipated at the Site therefore, lateral spreading is not anticipated.

Flood Mapping

A review on the FEMA Flood Insurance Rate Map (FIRM) Number 06037C1610F, dated 26 September 2008, indicates that the site is within Zone X, defined as an "area of minimal flood hazard" (Figure 6). The City of Los Angeles' Safety Element shows that the site is not within mapped areas of "100-year and 500-Year Flood Plains." Therefore, flooding hazard is not anticipated under the 100-year flood event.

Tsunami and Seiche

A tsunami is a long, high sea wave based by an earthquake, submarine landslide, or other disturbances. A seiche is an oscillation of surface water in an enclosed or semi-enclosed basin such as a lake, bay, or harbor. According to information and maps available from CGS and the City of Los Angeles' Safety Element, the site is not within a mapped tsunami inundation hazard

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zone or flood control basin (Figure 7). Furthermore, the site is not within close proximity to large water bodies; therefore, site inundations from a tsunami and seiche are not expected.

Subsidence

Land subsidence may be induced from withdrawal of oil, gas, or water from wells. Based on a search of the Division of Oil, Gas & Geothermal Resources (DOGGR) Well Finder online tool and City Safety Element, the Site is not within a state-designated oil field. In addition, no active oil, gas, or geothermal wells were identified within the Site. According to our review of the available information from DOGGR, the likelihood of land subsidence caused by oil or gas withdrawal from oil wells is low.

Expansive Soils

Expansive soils can result in differential movement of structures, including slab heave and cracking, differential movement between foundations, and cracking of pavements and sidewalks. Potentially expansive soils are defined by the 2016 CBC as soils with expansion indices (EI) greater than 20. Based on subsurface conditions and reported geologic conditions expansion potential at the Site is not anticipated.

Methane Zone

Per the City's ZIMAS, the site is not within a 'Methane Hazard Zone'. Based on the City's Methane and Methane Buffer Zones map (March 2014), the site is not located within a 'Methane Zone'.

4.0 SUBSURFACE INVESTIGATION

4.1 Geotechnical Exploration

Our limited geotechnical subsurface exploration program consisted of two hollow stem auger (HSA) borings drilled to approximately 50 feet below ground surface (bgs) and two seismic refraction lines performed by a geophysical subcontractor. Prior to drilling, a LANGAN field engineer marked out the boring locations on site. Underground Service Alert of Southern California (USA/DigAlert) was contacted to locate and mark known public underground utilities present within the public rights-of-way. A private utility-locating subcontractor also performed underground utility check at the boring location to confirm the location was clear of subsurface utilities and obstructions. Refer to Figure 8 for approximate boring location.

Borings LB-1 through LB-3 was drilled by 2R Drilling on 21 November 2019 using a track-mounted limited access drill rig under the full-time observation of a LANGAN field engineer. The borings were advanced with the limited access drill rig using conventional drilling techniques. Standard Penetration Tests (SPT)[1] and California Modified Ring sampling were generally performed at 5-foot intervals until boring termination depth, following the guidelines of ASTM D1586 and ASTM D3550. SPTs were performed per ASTM D1586 guidelines; SPT N-values were recorded to identify the relative density and stiffness of the cohesionless and cohesive soils, respectively. Where high resistance was encountered and the sampler did not penetrate the full 12 inches, indicating sampler refusal, the N-value was expressed as the number of blows per number of

[1] The Standard Penetration Test is a measure of the soil density and consistency. The SPT N-value is defined as the number of blows required to drive a 2-inch outer diameter split-barrel sampler 12-inches, after an initial penetration of 6 inches, using a 140-pound automatic hammer free falling of a height of 30 inches (ASTM D1586).

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inches penetrated (i.e. 50/3 inch is equivalent to 50 blows per 3 inches of penetration). California Modified ring samples were taken at select locations using a 3.0-inch-outer diameter split barrel California sampler lined with 2.42-inch-inner-diameter brass rings per ASTM D3550 guidelines.

Upon completion, the borings were backfilled via tremie method with cement-grout slurry to near ground surface and the surface pathed with non-shrink grout or with adjacent soil to match. Excess soil cuttings generated during drilling were spread throughout the site among the existing vegetation.

Retrieved soil samples were visually examined and classified in the field following the Unified Soil Classification System (USCS) and confirmed by re-examination in our office. A copy of the boring logs is provided in Appendix B.

Refraction microtremor (ReMi) shear wave velocity testing was performed to provide shear wave velocity (V_s) to determine site classification and bedrock rippability characteristics. The ReMi testing was performed on 3 December 2019 by Southwest Geophysics, Inc. A copy of the interpreted results of the ReMi testing data is attached in Appendix D and discussed below.

4.2 Laboratory Testing

Select representative soil samples retrieved from the borings were delivered to a geotechnical laboratory to determine the sample's physical and engineering index properties. Our laboratory testing program included the following analyses:

- Moisture Content and Density – ASTM D2937
- Direct Shear – ASTM D3080
- Percent Passing #200 Sieve Analyses – ASTM D1140

Laboratory tests were performed by Geo-Logic Associates, a test laboratory approved by the City of Los Angeles. We have reviewed the results of the laboratory test data and take responsibility for use of this data in our analysis. The laboratory test results are included in Appendix C.

5.0 SUBSURFACE CONDITIONS

Based on our field investigation, review of available information, and interpretation of laboratory testing, the site is generally underlain by fill overlying by the Monterey Formation sandstone. Details of the subsurface condition encountered at our borings are summarized below. Copies of our boring logs are provided in Appendix B. A generalized subsurface cross-section is presented in Figure 8.

- **Undocumented Fill:** Undocumented fill consisting of fine sandy clay were encountered in LB-1 to approximately 2 feet below ground surface based on drill cutting observations.
- **Monterey Formation:** Monterey Formation sandstone was generally encounter in borings LB-1 through LB-3 to the maximum depth explored of 43 feet. SPT N-values generally ranged from 34 blows per foot to 69 blows per foot and to sampler refusal (i.e. sampler did not penetrate the full 12 inches). Lower blow counts were encountered in boring LB-1 at 5 feet with 18 blows per foot.
- **Groundwater:** Groundwater was not encountered during this subsurface investigation.

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6.0 PRELIMINARY GEOTECHNICAL EVALUATION AND DESIGN RECOMMENDATION

6.1 Seismic design parameters

Seismic design for Site Class D in accordance with the provisions of 2017 City of Los Angeles Building Code (LABC), Chapter 16 and ASCE/SEI 7-10 Standard, Chapter 11. Site Class D was used based on seismic refraction data collected within the project site adjacent to Sunset Boulevard. Based on the shear wave data below the proposed foundation levels and site coordinates, the following parameters were obtained and in accordance with the seismic provisions of the aforementioned codes:

Type	Value	Description
S_S	2.62	MCE_R mapped spectral response acceleration at short period
S_1	0.929	MCE_R mapped spectral response acceleration at one-second period
S_{MS}	2.62	Site-modified spectral acceleration at short period
S_{DS}	1.394	Site-modified spectral acceleration at one-second period
S_{DS}	1.747	Design earthquake spectral response acceleration at short period
S_{D1}	0.929	Design earthquake spectral response acceleration at one-second period
PGA_M	0.999	MCE geometric mean peak ground acceleration adjusted for site class effects

Notes:
1. Values based on Site Class D.
2. MCE = Maximum Considered Earthquake
3. MCE_R = Risked-Targeted Maximum Considered Earthquake

Based on deaggregation of the probabilistic seismic hazard spectrum from the USGS Unified Hazard Tool, the mean and modal earthquakes for the 2 percent probability of exceedance in 50 years (2,475-year return period) event are 6.65 and 6.51 moment magnitudes, respectively.

6.2 Refraction Microtremor (ReMi) Shear Wave Velocity Profile Investigation

To evaluate the Soil Profile Type within the proposed site, we conducted refraction microtremor (ReMi) shear wave velocity testing. The location of the test line as well as the resulting shear wave velocity profile is presented on the attached Figure 9 and Shear Wave Velocity Profile on Appendix D respectively.

The ReMi investigation was configured to measure velocity profiles of the existing subsurface from near surface materials to those at approximate depths of one hundred feet. The method uses standard seismic refraction equipment and records microtremors (or background noise) in the area of the test array. The background noise generates surface waves, in particular Rayleigh Waves, which are detected and recorded by the geophone array. Ambient background noise and onsite activities provided sufficient "noise energy" for the measurements.

The resulting spectrum is in the slowness-frequency (p-f) domain. The p-f transformation helps segregate the Rayleigh Wave arrivals from other surface waves, body waves, sound waves, etc. The p-f image is generated for each record, and a final p-f image for each test is generated by combining some or all of the individual images.

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The average shear wave velocity (V_s) ranged from 1,163 to 1,102 feet per second. These values correspond to Site Class D in accordance with the 2016 California Building Code (CBC). The results appear to correlate well with our understanding of the site subsurface conditions derived from our simultaneous subsurface exploration with hollow stem test borings. Section 8.5 provide additional information related to bedrock rippability and excavation considerations.

6.3 Shallow Foundations

The Monterey Formation sandstone is anticipated to be encountered at the foundation elevation. This material is generally suitable for providing support for shallow foundation support.

Preliminary allowable bearing capacity of ranging from 6,000 to 8,000 pounds per square foot (psf) is recommended for footings bearing on Monterey Formation sandstone. The minimum lateral dimension of isolated column footings should not be less than 2 feet. The foundations should be embedded a minimum of 24 inches.

Footing settlement of less than 1 inch and differential settlement of less than ½-inch over 50 feet is anticipated with foundations bearing on appropriately prepared subgrade. Negligible seismically-induced settlement is anticipated under dry dynamic (cyclic) loading conditions.

The allowable bearing capacity for shallow foundations can be increased by 1/3 for temporary transient loading, such as earthquake or wind.

Footing excavations should be performed using a backhoe bucket fitted with a smooth steel plate welded across the bucket teeth to minimize disturbance during excavation and to provide a smooth bearing surface.

The foundation bearing subgrade should be observed and approved by a qualified geotechnical engineer prior to steel placement or concrete placement.

Foundations should be constructed as soon as possible following subgrade approval. The contractor shall be responsible for maintaining the subgrade in its as approved condition (i.e. free of water, debris, etc.) until the footing is constructed.

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7.0 TEMPORARY EXCAVATION SUPPORT

Based on the anticipated depths and limits of excavation, temporary excavation support will be required to excavate the Site to the lowest proposed below grade level. The excavation support can consist of conventional soldier piles and lagging, with tiebacks or internal bracing (i.e. rakers).

8.0 BUILDING AND SITE PREPARATION

8.1 Excavation and Grading

Prior to the commencement of excavation and grading, a meeting should be held at the site with the owner, city inspector, excavation/grading contractor, civil engineer, and Geotechnical Engineer to discuss the work schedule and geotechnical aspects of the grading.

All pavement, vegetation, and deleterious materials should be disposed of off-site prior to initiation of grading operations.

Any foundation and abandoned utility remnants or construction debris associated with former site structures encountered within excavations should be fully removed, where practical, and any void spaces that may be created should be backfilled with approved compacted structural fill. If

utility pipes are too deep to be removed economically in proposed pavement areas, they should be filled with cement and sand grout or equivalent material that will prevent future collapse of the pipe.

After completion of excavation, including removal of all below grade remnants, any soft, loose, or unsuitable soils identified by the City of Los Angeles Deputy Grading Inspector during subgrade preparation should be removed and replaced with approved compacted fill. Any environmentally unsuitable soils encountered during the excavation process should be removed and properly disposed of off-site in accordance with all state and local regulations. Surface site elements, such as site pavers, planters, and walkways can be supported on subgrade soils comprised of Monterey Formation sandstone prepared in accordance with the recommendations provided herein.

8.2 Bedrock Rippability & Excavation Obstructions

Based on the ReMi results, the average shear wave velocity indicates rippable materials which may consist of sandstone, with cemented zones. These materials will break down into slightly silty, well-graded sand, whereas floaters will require special disposal. Some areas containing non-uniform cement zones may present utility trench problems. Cement zones exposed at or near finished grade may present problems for footing or infrastructure trenching. The contractor should be aware of this potential and have proper equipment on site to excavate or bypass obstructions.

9.0 PROTECTION OF NEIGHBORING STRUCTURES

All new construction work should be performed so as not to adversely impact or cause loss of support to structures, hardscape and landscape elements, paving, or utilities to remain. Special care will be required during grading and construction activities to ensure adverse vibrations or movements are not induced in these structures, and site activities do not result in their loss of support or instability. We recommend, at a minimum, a pre-construction condition documentation comprised of photographic and videographic documentation of accessible and visible areas of neighboring landscaped, and hardscaped areas including pavements and sidewalks be performed prior to initiating construction activities at the site.

10.0 CONSTRUCTION DOCUMENTS AND CONSTRUCTION QUALITY ASSURANCE

A final geotechnical investigation is required and should be coordinated once formal structural loading information is available. During final design we should be retained to consult with the design team as geotechnical questions arise. Technical specifications and design drawings should incorporate LANGAN's recommendations. When authorized, LANGAN will assist the design team in preparing specification sections related to geotechnical issues such as earthwork, shallow and deep foundations, backfill, and excavation support. LANGAN should also, when authorized, review foundation drawings prepared by the Structural Engineer and grading plans prepared by the Civil Engineer, as well as Contractor submittals relating to materials and construction procedures for geotechnical work. When site grading plan and foundation loads are available, LANGAN should review the design information to confirm if recommendations presented herein remain valid or if a geotechnical update report is needed.

LANGAN has preliminarily investigated and interpreted subsurface conditions within the Site and developed the preliminary foundation recommendations contained herein, and is therefore best suited to perform the final site geotechnical investigation, along with quality assurance

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observation and testing of geotechnical-related work during construction. This work requiring quality assurance confirmation includes, but is not limited to, earthwork, backfill, shallow foundations, and deep foundations. Recognizing that construction is essentially the completion of design, LANGAN's quality assurance observation and testing during construction is necessary to maintain our continuity of responsibility on this project.

11.0 RECOMMENDED FUTURE TASKS AND INTERACTION

At this time, we recommend performing the following supplemental study:

- A final geotechnical investigation to confirm:
    - Review of proposed foundation plans as related to the site
    - Subsurface conditions
    - Structure geology review and recommendations
    - foundation recommendations
    - Basement & retaining walls & Drainage recommendations
    - Shoring recommendation and stability analysis
    - Soil corrosivity
    - Utility Support
    - Site drainage considerations
- Review of final foundation, shoring, and civil plans throughout the design process.

To maintain our continuity of responsibility on this project, we recommend the above work be performed by LANGAN.

12.0 LIMITATIONS

The preliminary conclusions and preliminary recommendations provided in this report are based on subsurface conditions inferred from available boring data (which we have relied upon as being accurate), a limited number of borings drilled to date at the Project Site, as well as project information provided to date. Preliminary recommendations provided are dependent upon one another and no recommendation should be followed independent of the others.

A review of structural loading information and the preliminary foundation recommendations is necessary once structural design is advanced. Any proposed changes in structures or their locations should be brought to LANGAN's attention as soon as possible so that we can determine whether such changes affect our recommendations. Information on subsurface strata and groundwater levels shown on the logs represent conditions encountered only at the location indicated and at the time of investigation. If different conditions are encountered during construction, they should immediately be brought to LANGAN's attention for evaluation, as they may affect our recommendations.

This report has been prepared to assist the Owner, Architect, Civil Engineer, and Structural Engineer in the preliminary design process and is only applicable to the design of the specific project identified. The information in this report cannot be utilized or depended on by engineers or contractors who are involved in evaluations or designs of facilities (including underpinning, stabilization, etc.) on adjacent properties which are beyond the limits of that which is the specific subject of this report.

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FIGURES

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NOTES:

1. BACKGROUND IMAGE REFERENCED FROM BING MAPS ON 20 NOVEMBER 2019.

LEGEND:

— — APPROXIMATE SITE LIMITS

1000 500 0 1000

SCALE IN FEET

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Langan Engineering & Environmental Services, Inc.

Project

PROPOSED ECHO PARK PROJECT

LOS ANGELES

LOST ANGELES COUNTY CALIFORNIA

Figure Title

SITE VICINITY MAP

Project No.	700073001
Date	DECEMBER 2019
Scale	1" = 1000'
Drawn By	LAV

Figure No. 1

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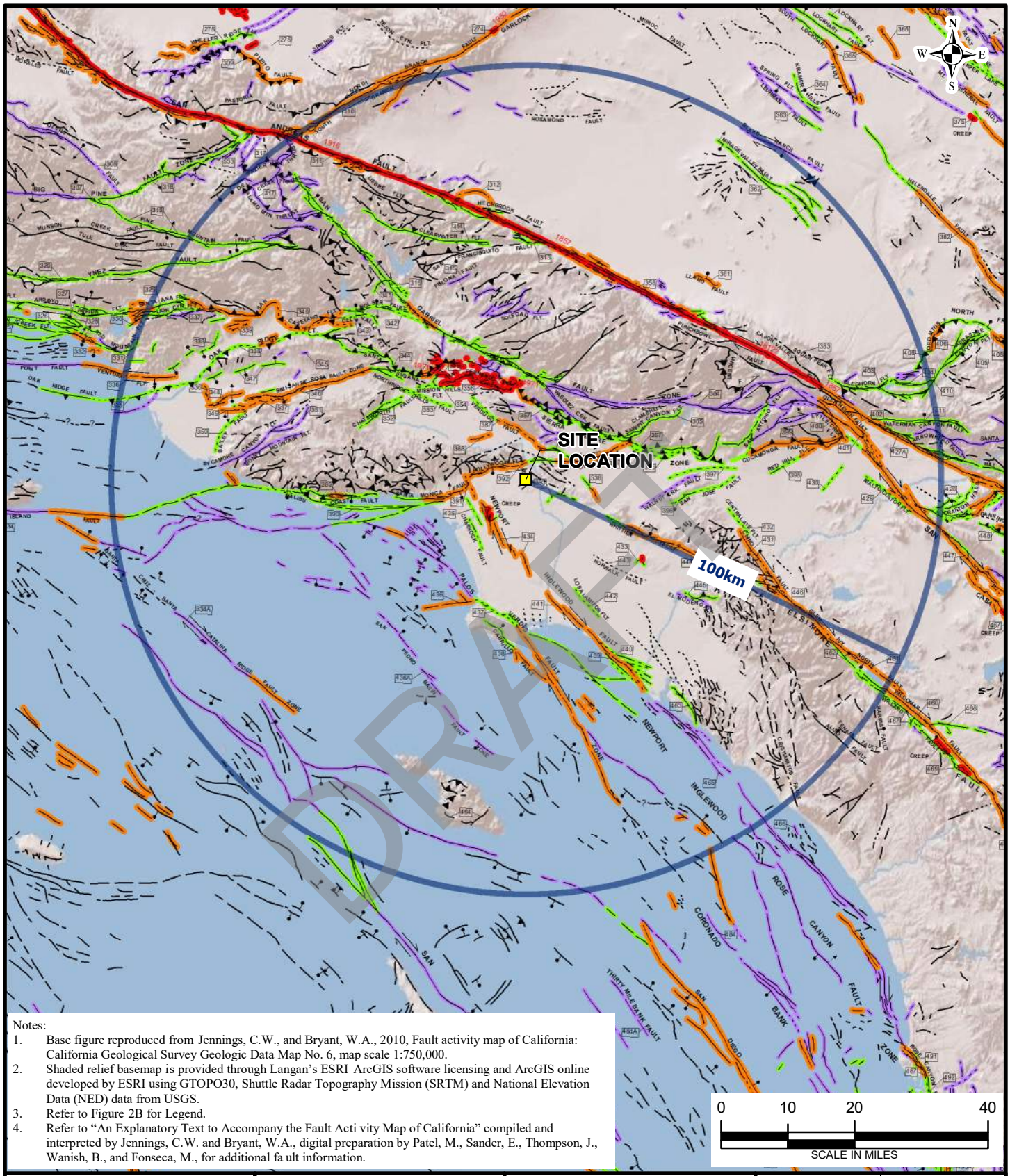
Filename: \\langan.com\data\IRV\data0\700073001\Project Data\CAD\01\2D-DesignFiles\Figure 1_Site Vicinity.dwg Date: 12/5/2019 Time: 14:17 User: lvazquez Style Table: Langan.stb Layout: Site Vicinity Map



Notes:

1. Base figure reproduced from Jennings, C.W., and Bryant, W.A., 2010, Fault activity map of California: California Geological Survey Geologic Data Map No. 6, map scale 1:750,000.
2. Shaded relief basemap is provided through Langan's ESRI ArcGIS software licensing and ArcGIS online developed by ESRI using GTOPO30, Shuttle Radar Topography Mission (SRTM) and National Elevation Data (NED) data from USGS.
3. Refer to Figure 2B for Legend.
4. Refer to "An Explanatory Text to Accompany the Fault Acti vity Map of California" compiled and interpreted by Jennings, C.W. and Bryant, W.A., digital preparation by Patel, M., Sander, E., Thompson, J., Wanish, B., and Fonseca, M., for additional fa ult information.

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Project	Figure Title	Project No.	Figure
PROPOSED ECHO PARK PROJECT LOS ANGELES LOS ANGELES COUNTY CALIFORNIA	CGS FAULT ACTIVITY MAP OF CALIFORNIA	700073001	2A
		Date DECEMBER 2019	
		Scale 1 inch = 20 miles	
		Drawn By NM	

© 2013 Langan

Path: \\langan.com\data\IRV\data0\700073001\Project Data\ArcGIS\MXD\Geotech_Figures\Fig 2A - Fault Map.mxd Date: 12/5/2019 User: jenzminger Time: 2:38:30 PM

LEGEND:

Site Location

Fault Age

The age classifications are based on geologic evidence to determine the youngest faulted unit and the oldest unfaulted unit along each fault of fault seciton

- Historic
- Holocene
- Late Quaternary
- Quaternary
- 100 km

Pre Quaternary Faults

- fault, certain
- fault, approx. located
- fault, concealed
- thrust fault, certain
- thrust fault, approx. located
- thrust fault, approx. located, queried
- fault, certain, barball
- fault, concealed, barball
- fault, approx. located, barball

Quaternary Faults

- fault, certain
- fault, approx. located
- fault, approx. located, queried
- fault, inferred, queried
- fault, concealed
- fault, concealed, queried
- thrust fault, certain
- thrust fault, approx. located
- thrust fault, concealed
- dextral fault, certain
- dextral fault, approx. located
- dextral fault, concealed
- sinistral fault, certain
- sinistral fault, approx. located
- sinistral fault, concealed
- thrust fault, certain (2)
- thrust fault, approx. located (2)
- thrust fault, concealed (2)
- fault, solid, barball
- fault, dashed, barball
- fault, dotted, barball
- dextral fault, solid, barball
- fault, dotted, queried, ballbar
- fault, dotted, queried, ballbar (2)
- fault, solid, dip
- fault, dashed, dip
- fault, dotted, dip
- reverse fault, solid
- reverse fault, dashed
- reverse fault, dotted

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Project	Figure Title	Project No.	Figure
PROPOSED ECHO PARK PROJECT LOS ANGELES LOS ANGELES COUNTY CALIFORNIA	CGS FAULT ACTIVITY MAP OF CALIFORNIA LEGEND	700073001	2B
		Date: DECEMBER 2019	
		Scale: NOT TO SCALE	
		Drawn By: NM	

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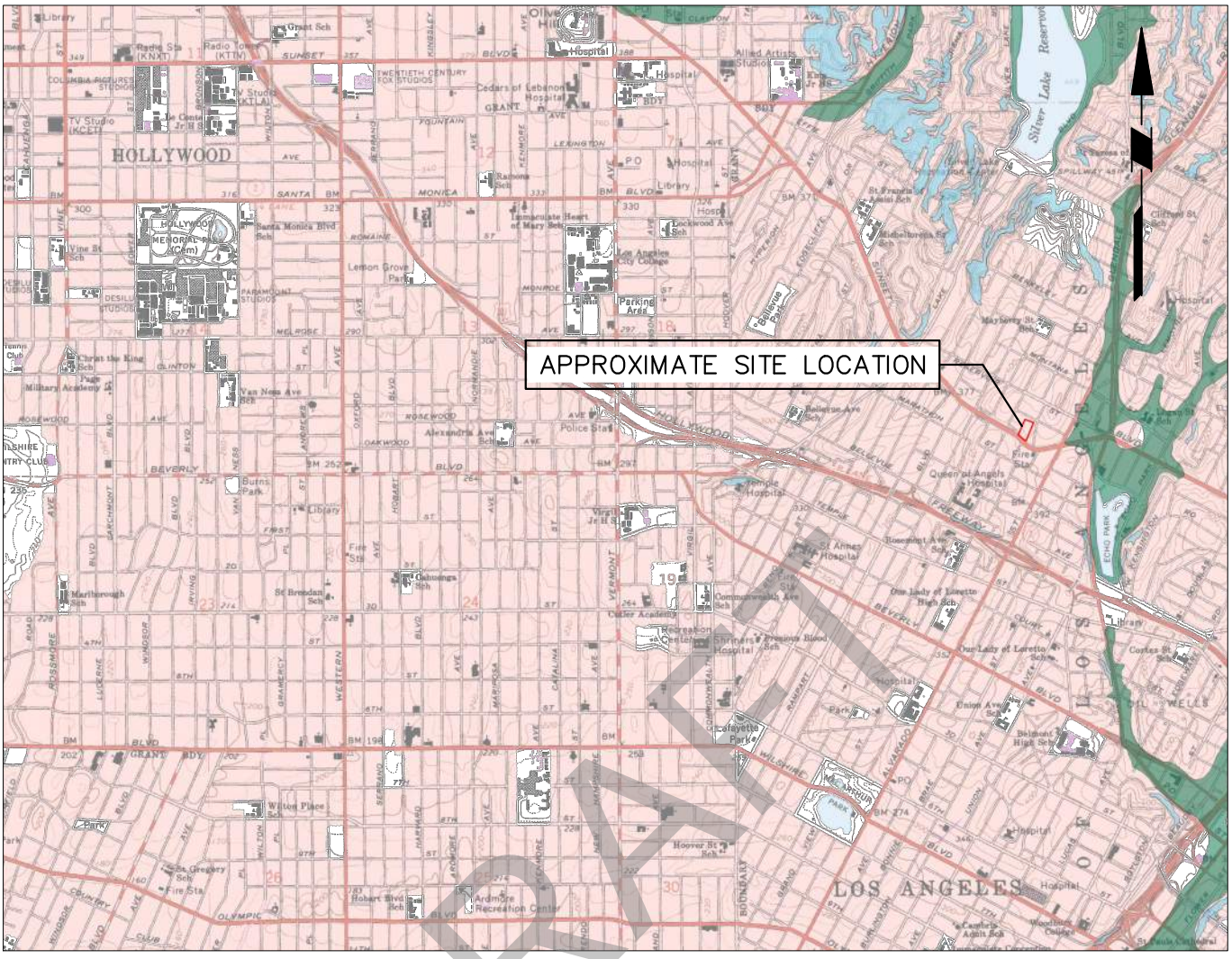

Sources: California Department of Conservation – Division of Mines and Geology (DMG), "Seismic Hazard Zone Report for the Hollywood 7.5–Minute Quadrangle, Los Angeles County, California," Seismic Hazard Zone Report 026, revised 13 January 2016 with the earthquake zones of required investigation revised on 6 November 2014. Base map enlarged from U.S.G.S. 30 x 60–minute series.

NOTES:

1. THE INFORMATION PRODUCED IS BASED ON A "DESK STUDY" OF PUBLICLY AVAILABLE INFORMATION PERFORMED BY OTHERS, WHICH WE HAVE RELIED UPON AS BEING AS ACCURATE AND REPRESENTATIVE OF THE SITE CONDITIONS. THE ABSENCE OF A FEATURE IS NOT A CONFIRMATION THAT THE FEATURE IS NOT PRESENT AT THE SUBJECT LOCATION. INFORMATION PRODUCED IS IN THE PUBLIC DOMAIN AND, UNLESS NOTED, HAS NOT BEEN FIELD VERIFIED OR PROVIDED FOR ANY SPECIFIC USE.

LEGEND:

- APPROXIMATE SITE LIMITS
- ALQUIST–PRIOLO SPECIAL STUDY ZONE
- LIQUEFACTION INVESTIGATION ZONE

5000 2500 0 5000

SCALE IN FEET

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Langan Engineering & Environmental Services, Inc.

Project

2217 SUNSET BOULEVARD

LOS ANGELES

LOS ANGELES COUNTY CALIFORNIA

Drawing Title

EARTHQUAKE ZONE OF REQUIRED INVESTIGATION

Project No. 700073001

Date DECEMBER 2019

Scale 1" = 5000"

Drawn By LAV

Drawing No. 3

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Filename: \\langan.com\data\IRV\data0\700073001\Project Data\CAD\01\2D-DesignFiles\Figures 3 to 7_ Hazards.dwg Date: 12/5/2019 Time: 12:22 User: lvazquez Style Table: Langan.stb Layout: 3

Sources: California Department of Conservation – Division of Mines and Geology (DMG), "Seismic Hazard Zone Report for the Hollywood 7.5–Minute Quadrangle, Los Angeles County, California," Seismic Hazard Zone Report 026, revised 13 January 2016 with the earthquake zones of required investigation revised on 6 November 2014. Base map enlarged from U.S.G.S. 30 x 60–minute series.

NOTES:

1. THE INFORMATION PRODUCED IS BASED ON A "DESK STUDY" OF PUBLICLY AVAILABLE INFORMATION PERFORMED BY OTHERS, WHICH WE HAVE RELIED UPON AS BEING AS ACCURATE AND REPRESENTATIVE OF THE SITE CONDITIONS. THE ABSENCE OF A FEATURE IS NOT A CONFIRMATION THAT THE FEATURE IS NOT PRESENT AT THE SUBJECT LOCATION. INFORMATION PRODUCED IS IN THE PUBLIC DOMAIN AND, UNLESS NOTED, HAS NOT BEEN FIELD VERIFIED OR PROVIDED FOR ANY SPECIFIC USE.

LEGEND:

APPROXIMATE SITE LIMITS

30 DEPTHS TO GROUNDWATER, IN FEET)

5000 2500 0 5000

SCALE IN FEET

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Project	Drawing Title	Project No.	Drawing No.
PROPOSED ECHO PARK PROJECT LOS ANGELES LOS ANGELES COUNTY CALIFORNIA	HISTORICALLY HIGHEST GROUNDWATER	700073001	4
		Date DECEMBER 2019	
		Scale 1" = 5000"	
		Drawn By LAV	

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Sources: California Department of Conservation – Division of Mines and Geology (DMG), "Seismic Hazard Zone Report for the Hollywood 7.5–Minute Quadrangle, Los Angeles County, California," Seismic Hazard Zone Report 026, revised 13 January 2016 with the earthquake zones of required investigation revised on 6 November 2014. Base map enlarged from U.S.G.S. 30 x 60–minute series.

NOTES:

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LEGEND:

APPROXIMATE SITE LIMITS

AREA OF LANDSLIDE

AREA OF SIGNIFICANT GRADING

5000 2500 0 5000

SCALE IN FEET

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Project

PROPOSED ECHO PARK PROJECT

LOS ANGELES

LOS ANGELES COUNTY CALIFORNIA

Drawing Title

LANDSLIDE INVENTORY

Project No. 700073001

Date DECEMBER 2019

Scale 1" = 5000"

Drawn By LAV

Drawing No. 5

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Filename: \\langan.com\data\IRV\data0\700073001\Project Data\CAD\01\2D-DesignFiles\Figures 3 to 7_ Hazards.dwg Date: 12/5/2019 Time: 14:33 User: lvazquez Style Table: Langan.stb Layout: 5

Sources: Department of City Planning Los Angeles, California, "Safety Element of the Los Angeles City General Plan," dated 26 November 1996.

DRAFT

NOTES:

1. THE INFORMATION PRODUCED IS BASED ON A "DESK STUDY" OF PUBLICLY AVAILABLE INFORMATION PERFORMED BY OTHERS, WHICH WE HAVE RELIED UPON AS BEING AS ACCURATE AND REPRESENTATIVE OF THE SITE CONDITIONS. THE ABSENCE OF A FEATURE IS NOT A CONFIRMATION THAT THE FEATURE IS NOT PRESENT AT THE SUBJECT LOCATION. INFORMATION PRODUCED IS IN THE PUBLIC DOMAIN AND, UNLESS NOTED, HAS NOT BEEN FIELD VERIFIED OR PROVIDED FOR ANY SPECIFIC USE.

LEGEND:

- APPROXIMATE SITE LIMITS
- FLOOD CONTROL BASIN
- POTENTIAL INUNDATION AREAS

5000 2500 0 5000

SCALE IN FEET

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Project	Drawing Title	Project No.	Drawing No.
PROPOSED ECHO PARK PROJECT LOS ANGELES LOS ANGELES COUNTY CALIFORNIA	INUNDATIONS AND TSUNAMI & HAZARD AREAS	700073001	6
		Date DECEMBER 2019	
		Scale 1" = 5000"	
		Drawn By LAV	

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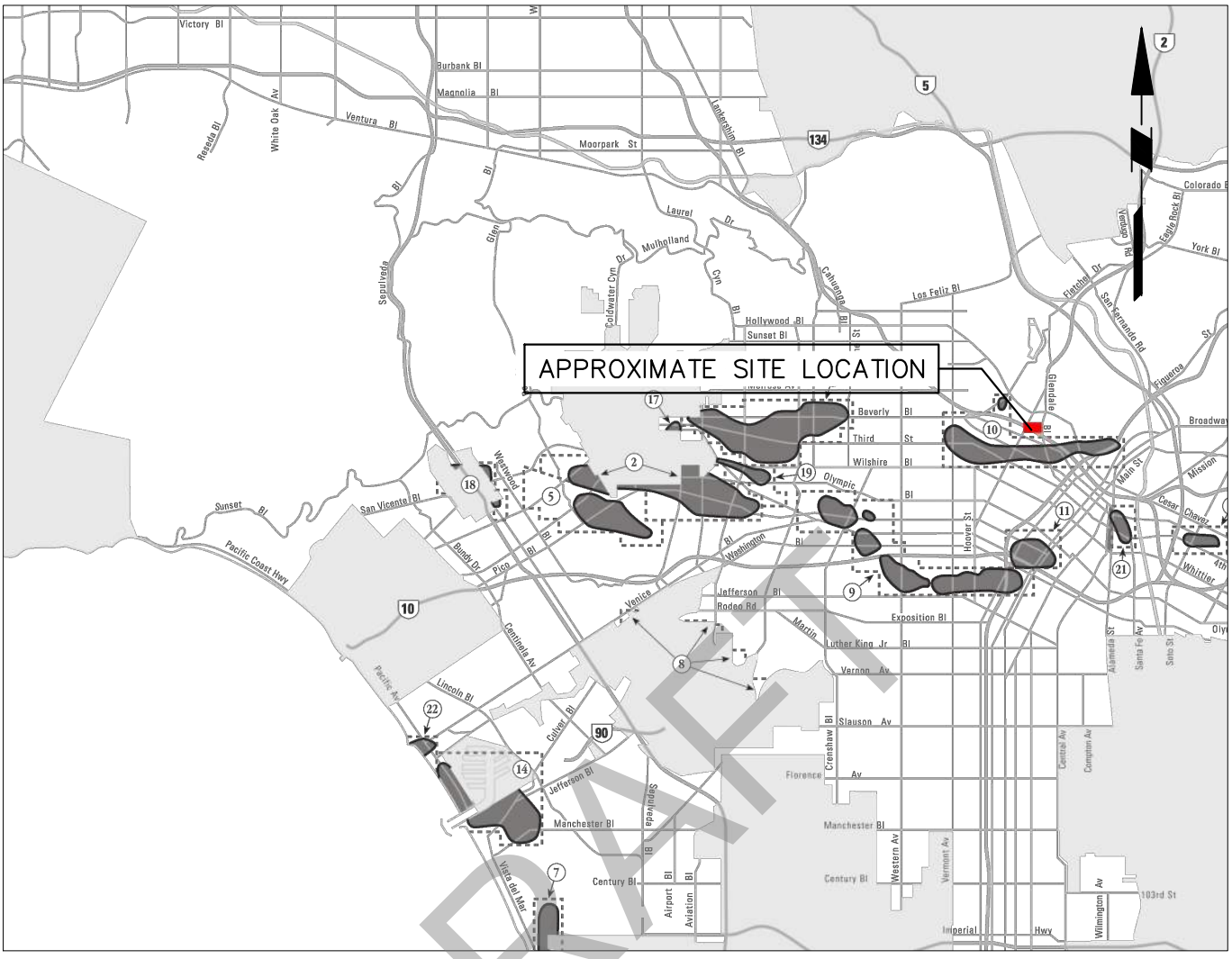

Sources: Department of City Planning Los Angeles, California, "Safety Element of the Los Angeles City General Plan," dated 26 November 1996.

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NOTES:

1. THE INFORMATION PRODUCED IS BASED ON A "DESK STUDY" OF PUBLICLY AVAILABLE INFORMATION PERFORMED BY OTHERS, WHICH WE HAVE RELIED UPON AS BEING AS ACCURATE AND REPRESENTATIVE OF THE SITE CONDITIONS. THE ABSENCE OF A FEATURE IS NOT A CONFIRMATION THAT THE FEATURE IS NOT PRESENT AT THE SUBJECT LOCATION. INFORMATION PRODUCED IS IN THE PUBLIC DOMAIN AND, UNLESS NOTED, HAS NOT BEEN FIELD VERIFIED OR PROVIDED FOR ANY SPECIFIC USE.

LEGEND:

- APPROXIMATE SITE LIMITS
- MAJOR OIL DRILLING AREA (#16 SALT LAKE OIL FIELD)
- BOUNDARIES OF STATE-DESIGNATED OIL FIELDS

5000 2500 0 5000

SCALE IN FEET

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Project	Drawing Title	Project No.	Drawing No.
PROPOSED ECHO PARK PROJECT LOS ANGELES LOS ANGELES COUNTY CALIFORNIA	OIL FIELD AND OIL DRILLING AREAS	700073001	7
		Date DECEMBER 2019	
		Scale 1" = 5000"	
		Drawn By LAV	

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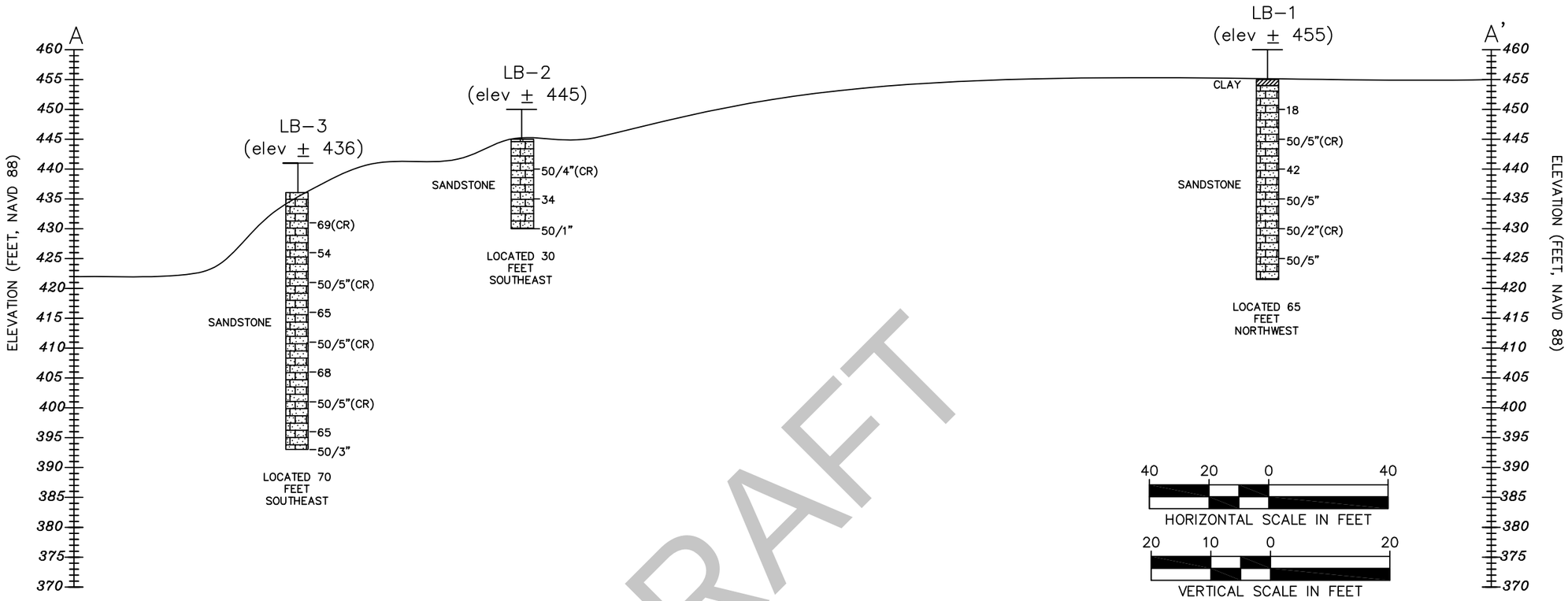

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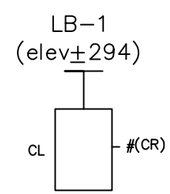
NOTES:

1. THE FIGURE SHOWS GENERALIZED SUBSURFACE CONDITIONS AT THE RESPECTIVE BORINGS. VARIATIONS IN CONDITIONS SHOULD BE EXPECTED BETWEEN BORINGS. FOR A DETAILED DESCRIPTION OF CONDITIONS ENCOUNTERED SEE BORING LOGS.
2. LANGAN BORINGS LB-1, LB-2, AND LB-3 WERE DRILLED BY 2RI DRILLING, ON 21 NOVEMBER 2019 UNDER FULL-TIME ENGINEERING OBSERVATION OF A LANGAN FIELD ENGINEER.
3. SURFACE ELEVATIONS ARE APPROXIMATE AND REFERENCED FROM GOOGLE EARTH PRO.
4. SEE FIGURE 8 FOR LOCATION OF CROSS-SECTION.

LEGEND:



LB-1	BORING IDENTIFICATION.
(elev±294)	INFERRED GROUND SURFACE ELEVATION (FEET) AT TIME OF BORING.
#	FIELD STANDARD PENETRATION TEST BLOWCOUNT: NUMBER OF BLOWS OF A 140-LBS AUTOMATIC HAMMER FREE FALLING 30 INCHES TO DRIVE A 2-INCH-O.D. SPLIT SPOON SAMPLER 12 INCHES AFTER AN INITIAL PENETRATION OF 6 INCHES.
#(CR)	FIELD STANDARD PENETRATION TEST BLOWCOUNT: NUMBER OF BLOWS OF A 140-LBS AUTOMATIC HAMMER FREE FALLING 30 INCHES TO DRIVE A 3-IN-O.D. CALIFORNIA MODIFIED SAMPLER 12 INCHES AFTER 6 INCHES OF INITIAL PENETRATION.

KEY TO SYMBOLS: CL (CLAY) SANDSTONE

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Project: PROPOSED ECHO PARK PROJECT
LOS ANGELES
LOS ANGELES COUNTY CALIFORNIA

Figure Title: SUBSURFACE CROSS-SECTION A-A'

Project No. 700073001
Date DECEMBER 2019
Scale AS SHOWN
Drawn By MAG/LAV
Figure No. 8

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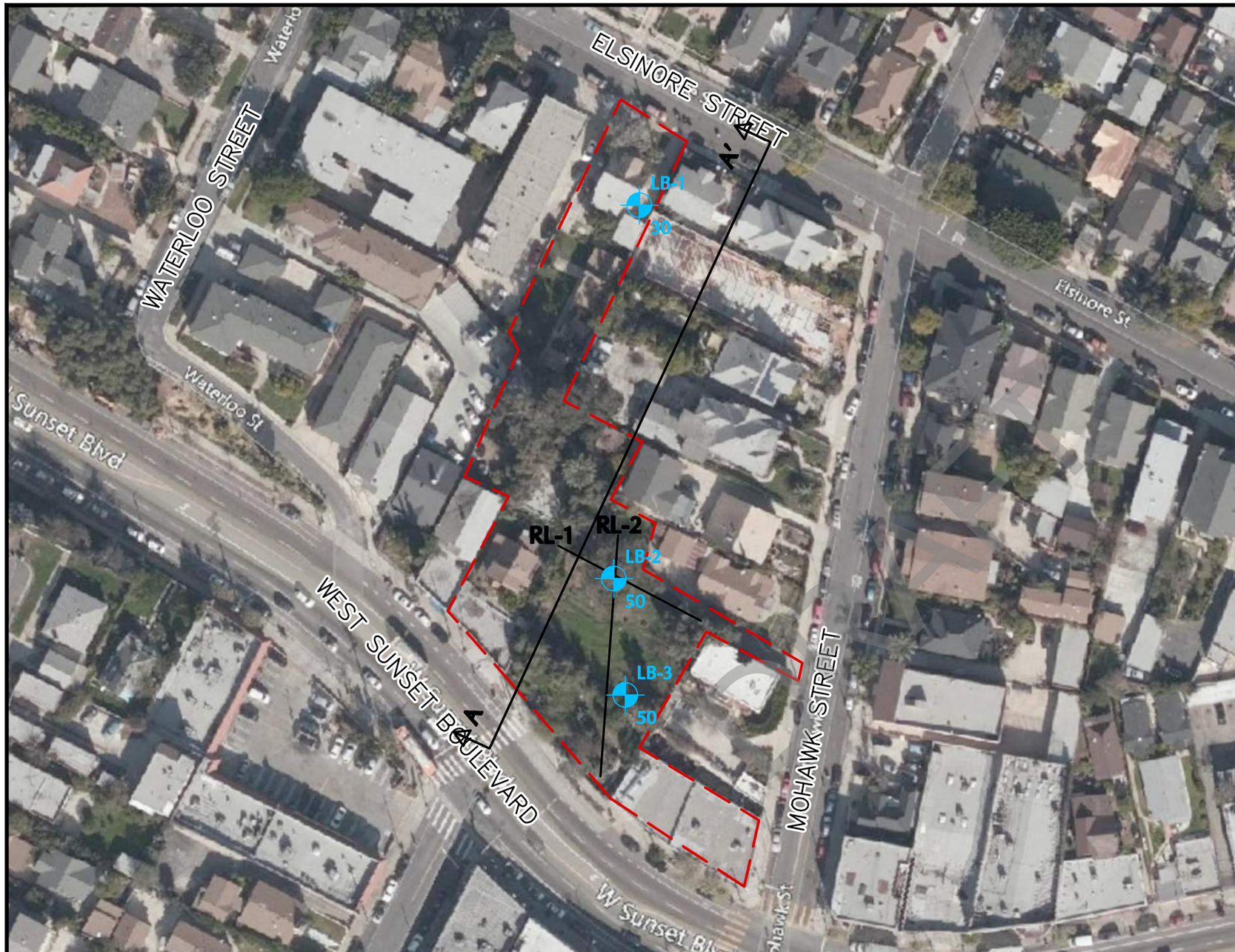
Filename: \\langan.com\data\IRV\data0\700073001\Project Data\CAD\01\2D-DesignFiles\Cross-Section A-A'.dwg Date: 12/17/2019 Time: 15:01 User: djudge Style Table: Langan.stb Layout: CROSS-SECTION A-A'



Legend:

- Work area limits
- RL-2 — REMI shear wave line
- LB-1 / 50 — Proposed boring location with depth in feet.

Notes:

1. Work area limits are approximate.
2. Boring locations are approximate.
3. REMI shear wave line locations are approximate.
4. Background image referenced from BING MAPS.

80 40 0 80
SCALE IN FEET

CA NAD83

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Project
PROPOSED ECHO PARK PROJECT
LOS ANGELES COUNTY OF LOS ANGELES CALIFORNIA

Figure Title
BORING AND SHEAR WAVE LOCATION MAP

Project No. 700073001
Date DECEMBER 2019
Scale 1" = 80'
Drawn By MAG
Figure No. **9**

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Filename: \\langan.com\data\IRV\data0\700073001\Project Data\CAD\01\2D-DesignFiles\Proposed Boring Location Map.dwg Date: 12/17/2019 Time: 15:00 User: djudge Style Table: Langan.stb Layout: BORING LOCATION

APPENDIX A
Seismicity Search Results

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TABLE A.1 - USGS 2008 CALIFORNIA SEISMIC SOURCE MODEL PARAMETERS

Fault Name	Distance from Site (km)	Direction from Site	Mean Characteristic Moment Magnitude	Mean Slip Rate (mm/yr)	Fault Length (km)
Elysian Park (Upper)	0.59	Northeast	6.70	1.3	20
Santa Monica Connected alt 2	2.42	Northwest	7.40	2.4	93
Hollywood	2.58	North	6.70	1	17
Raymond	3.85	Northeast	6.80	1.5	23
Puente Hills (LA)	4.83	Southwest	7.00	0.7	11
Verdugo	5.7	Northeast	6.90	0.5	29
Newport Inglewood Connected alt 2	7.42	West	7.50	1.3	208
Newport-Inglewood, alt 1	7.5	West	7.50	1.3	208
Newport Inglewood Connected alt 1	7.5	West	7.20	1	65
Santa Monica Connected alt 1	8.45	West	7.30	2.6	80
Santa Monica, alt 1	8.45	West	6.40	1	14
Sierra Madre	10.13	Northeast	7.20	2	57
Sierra Madre Connected	10.13	Northeast	7.30	2	76
Elsinore;W+GI+T+J+CM	13.7	East	7.03	2.5	46
Elsinore;W	13.7	East	7.27		83
Elsinore;W+GI	13.7	East	7.48		124
Elsinore;W+GI+T	13.7	East	7.77		200
Elsinore;W+GI+T+J	13.7	East	7.85		242
Puente Hills (Santa Fe Springs)	13.84	Southeast	6.90	0.7	23
Sierra Madre (San Fernando)	13.89	North	6.70	2	18
Malibu Coast, alt 1	15.31	West	6.70	0.3	38
Malibu Coast, alt 2	15.31	West	7.00	0.3	38
San Gabriel	16.55	North	7.30	1	71
Clamshell-Sawpit	16.71	East	6.70	0.5	16
Anacapa-Dume, alt 2	16.95	West	7.20	3	65
Northridge	17.23	Northwest	6.90	1.5	33
Palos Verdes	17.78	Southwest	7.30	3	96
Palos Verdes Connected	17.78	Southwest	7.70	3	285
Puente Hills (Coyote Hills)	18.01	Southeast	6.90	0.7	22
Clamshell-Sawpit	30	East	6.70	0.5	16

Notes:

1. Seismic source model parameters obtained from USGS 2008 National Seismic Hazard Maps on 11 December 2019.
2. Search results include sources within 20 mi (32 km) of the Site.

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TABLE A.2 - USGS ANSS COMPREHENSIVE CATALOG SEARCH RESULTS

Date [1,3]	Latitude [1,3]	Longitude [1,3]	Approximate Magnitude [1,3]	Magnitude Type [2]	Approximate Distance from Site (km) [1,3]
3/29/2014	33.9325	-117.9158333	5.09	5.1	mw
7/29/2008	33.9485	-117.7663333	15.503	5.44	mw
4/26/1997	34.369	-118.67	15.892	5.07	ml
6/26/1995	34.394	-118.669	12.76	5.02	ml
3/20/1994	34.231	-118.475	12.442	5.24	ml
1/29/1994	34.306	-118.579	0.607	5.06	ml
1/19/1994	34.378	-118.619	10.83	5.07	ml
1/19/1994	34.379	-118.712	13.797	5.06	ml
1/18/1994	34.377	-118.698	10.709	5.24	ml
1/17/1994	34.326	-118.698	9.083	5.58	ml
1/17/1994	34.34	-118.614	5.395	5.2	ml
1/17/1994	34.275	-118.493	5.317	5.89	ml
1/17/1994	34.213	-118.537	18.202	6.7	mw
6/28/1991	34.27	-117.993	8.049	5.8	mw
2/28/1990	34.144	-117.697	3.292	5.51	ml
12/3/1988	34.151	-118.13	13.719	5.02	ml
10/4/1987	34.074	-118.098	7.719	5.25	ml
10/1/1987	34.061	-118.079	8.881	5.9	mw
9/4/1981	33.5575	-119.1195	5.549	5.45	ml
1/1/1979	33.9165	-118.6871667	13.3	5.21	ml
2/21/1973	33.979	-119.0501667	10	5.3	mw
2/9/1971	34.416	-118.37	6	5.3	mh
2/9/1971	34.416	-118.37	6	5.8	mh
2/9/1971	34.416	-118.37	6	5.8	mh
2/9/1971	34.416	-118.37	8.95	6.6	mw
9/12/1970	34.2548333	-117.5343333	10.75	5.22	ml
11/14/1941	33.7906667	-118.2636667	6	5.12	ml
5/31/1938	33.6993333	-117.5111667	10.19	5.23	ml
3/11/1933	33.85	-118.266	16	5	ml
3/11/1933	33.6238333	-118.0011667	6	5.29	mh
3/11/1933	33.7666667	-117.985	6	5.02	mh
3/11/1933	33.6308333	-117.9995	6	6.4	mw
8/31/1930	34.03	-118.643	15	5.25	ms

Notes:

1. Earthquake Catalog Search results obtained from USGS ANSS Comprehensive Catalog on 11 December 2019.
2. Refer to USGS ANSS Comprehensive Catalog and USGS Earthquake Hazards Program for additional information on magnitude types.
3. Earthquake Catalog search results include earthquake events within 100 km of the Site with magnitudes of 5.0 or greater since 1900.

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APPENDIX B
Boring Logs

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LOG OF BORING **LB-1**

SHEET 1 OF 2

PROJECT: Echo Park Apartment Complex	PROJECT NO.: 700073001
LOCATION: 2217 W Sunset Blvd	ELEVATION AND DATUM:
DRILLING EQUIPMENT: Limited Access Rig Track	DATE STARTED: 11/21/19 · DATE FINISHED: 11/21/19 · COMPLETION DEPTH: 33.5 ft.
SIZE AND TYPE OF BIT: 8-inch O.D. HSA Tooth Bit	NUMBER OF SAMPLES: DIST. 7 · UNDIST. · CORE
CASING DIAMETER (in): · CASING DEPTH(ft):	WATER LEVEL (ft.): FIRST ▽ · COMPL. ▼ · 24 HR. ▼
SAMPLER: 2-inch O.D. split spoon; 3-inch O.D. Cal Mod	DRILLING FOREMAN: Jeff
SAMPLER HAMMER: Automatic · WEIGHT(lbs): 140 · DROP(in): 30	INSPECTING ENGINEER: Daniel Judge Serrano

ELEV. (ft)	SAMPLE DESCRIPTION	SYMBOL LOG	DEPTH SCALE	SAMPLE DATA: NUMBER	TYPE	RECOV. (in)	PENETR. RESIST BL/6in	N-VALUE BLOWS PER FT	REMARKS (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
	Brown, fine sandy CLAY, [CL], moist								
	Medium dense, brown, SANDSTONE, some clay, dry		6	S-1	SS	18	2 10 8	18	
	Dense, reddish brown, SANDSTONE, dry		10	S-2	CR	11	20 50/5	50/5	
	Dense, reddish brown, fine grained SANDSTONE, moist		16	S-3	SS	18	5 20 22	42	
	Dense, grayish brown, fine to medium grained SANDSTONE, moist		20	S-4	CR	5	50/5	50/5	
	Very dense, grayish brown, fine grained SANDSTONE, dry		26	S-5	SS	10	25 50/4	50/4	

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\\LANGAN.COM\DATA\IRV\DATA0\700073001\PROJECT DATA_DISCIPLINE\GEOTECHNICAL\GINTLOGS\2217 SUNSET BLVD.GPJ ... 11/25/2019 3:28:59 PM ... Report: Log - BORING

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LOG OF BORING **LB-1**

SHEET 2 OF 2

PROJECT	PROJECT NO.
Echo Park Apartment Complex	700073001
LOCATION	ELEVATION AND DATUM
2217 W Sunset Blvd	

ELEV. (ft)	SAMPLE DESCRIPTION	SYMBOL LOG	DEPTH SCALE	SAMPLE DATA NUMBER	TYPE	RECOV. (in)	PENETR. RESIST BL/6in	N-VALUE BLOWS PER FT	REMARKS (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
	Dense, grayish brown, fine to medium grained SANDSTONE, dry		32	S-6	CR	2	50/2	50/2	
	Very dense, grayish brown, fine to medium grained SANDSTONE, dry		34	S-7	SS	5	50/5	50/5	
	Bottom of boring @ 33.5 feet. No groundwater encountered. Backfilled boring with neat cement.		36 38 40 42 44 46 48 50 52 54 56 58 60 62 64						

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\\LANGAN.COM\DATA\IRV\DATA0\700073001\PROJECT DATA_DISCIPLINE\GEOTECHNICAL\GINTLOGS\2217 SUNSET BLVD.GPJ ... 11/25/2019 3:28:59 PM ... Report: Log - BORING

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LOG OF BORING **LB-2**

SHEET 1 OF 1

PROJECT: Echo Park Apartment Complex	PROJECT NO.: 700073001
LOCATION: 2217 W Sunset Blvd	ELEVATION AND DATUM:
DRILLING EQUIPMENT: Limited Access Rig Track	DATE STARTED: 11/21/19 · DATE FINISHED: 11/21/19 · COMPLETION DEPTH: 15 ft.
SIZE AND TYPE OF BIT: 8-inch O.D. HSA Tooth Bit	NUMBER OF SAMPLES: DIST. 3 · UNDIST. · CORE
CASING DIAMETER (in): · CASING DEPTH(ft):	WATER LEVEL (ft.): FIRST ▽ · COMPL. ▼ · 24 HR. ▼
SAMPLER: 2-inch O.D. split spoon; 3-inch O.D. Cal Mod	DRILLING FOREMAN: Jeff
SAMPLER HAMMER: Automatic · WEIGHT(lbs): 140 · DROP(in): 30	INSPECTING ENGINEER: Daniel Judge Serrano

ELEV. (ft)	SAMPLE DESCRIPTION	SYMBOL LOG	DEPTH SCALE	SAMPLE DATA: NUMBER	TYPE	RECOV. (in)	PENETR. RESIST BL/6in	N-VALUE BLOWS PER FT	REMARKS (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
	Tannish brown, fine grained SANDSTONE, dry		2, 4						
	Dense, reddish brown, fine grained SANDSTONE, dry		6, 8	S-1	CR	4	50/4	50/4	
	Dense, brown, fine to medium grained SANDSTONE, dry		10, 12	S-2	SS	18	12 15 19	34	
	Very dense, brown, fine to medium grained SANDSTONE, dry Bottom of boring @ 15 feet. No groundwater encountered. Backfilled boring with neat cement.		14, 16, 18, 20, 22, 24, 26, 28	S-3	SS	0	50/1	50/1	

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\\LANGAN.COM\DATA\IRV\DATA0\700073001\PROJECT DATA_DISCIPLINE\GEOTECHNICAL\GINTLOGS\2217 SUNSET BLVD.GPJ ... 11/25/2019 3:29:00 PM ... Report: Log - BORING

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LOG OF BORING **LB-3**

SHEET 1 OF 2

PROJECT: Echo Park Apartment Complex		PROJECT NO.: 700073001	
LOCATION: 2217 W Sunset Blvd		ELEVATION AND DATUM:	
DRILLING EQUIPMENT: Limited Access Rig Track		DATE STARTED: 11/21/19	DATE FINISHED: 11/21/19 / COMPLETION DEPTH: 430.8 ft.
SIZE AND TYPE OF BIT: 8-inch O.D. HSA Tooth Bit		NUMBER OF SAMPLES: DIST. 9	UNDIST. / CORE
CASING DIAMETER (in):	CASING DEPTH(ft):	WATER LEVEL (ft.): FIRST	COMPL. / 24 HR.
SAMPLER: 2-inch O.D. split spoon; 3-inch O.D. Cal Mod		DRILLING FOREMAN: Jeff	
SAMPLER HAMMER: Automatic	WEIGHT(lbs): 140 / DROP(in): 30	INSPECTING ENGINEER: Daniel Judge Serrano	

ELEV. (ft)	SAMPLE DESCRIPTION	SYMBOL LOG	DEPTH SCALE	SAMPLE DATA: NUMBER	TYPE	RECOV. (in)	PENETR. RESIST BL/6in	N-VALUE BLOWS PER FT	REMARKS (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
	Brown, fine grained SANDSTONE, dry		2, 4						
	Dense, brown, fine to grained SANDSTONE, dry		6	S-1	CR	18	23 35 34	69	
			8						
	Dense, tannish brown, fine to grained SANDSTONE, dry		10	S-2	SS	18	12 24 30	54	
			12, 14						
	Dense, tannish brown, fine to grained SANDSTONE, dry		16	S-3	CR	5	50/5	50/5	
			18						
	Very dense, reddish brown, fine to medium grained SANDSTONE, dry		20	S-4	SS	18	17 25 40	65	
			22, 24						
	Dense, grayish brown, fine to medium grained SANDSTONE, dry		26	S-5	CR	5	50/5	50/5	
			28						

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LANGAN

LOG OF BORING **LB-3**

SHEET 2 OF 2

PROJECT	PROJECT NO.
Echo Park Apartment Complex	700073001
LOCATION	ELEVATION AND DATUM
2217 W Sunset Blvd	

ELEV. (ft)	SAMPLE DESCRIPTION	SYMBOL LOG	DEPTH SCALE	SAMPLE DATA NUMBER	TYPE	RECOV. (in)	PENETR. RESIST BL/6in	N-VALUE BLOWS PER FT	REMARKS (DRILLING FLUID, DEPTH OF CASING, FLUID LOSS, DRILLING RESISTANCE, ETC.)
	Very dense, brown, fine to medium grained SANDSTONE, trace coarse sand, dry			S-6	SS	18	17 32 36	68	
			32						
			34						
	Very dense, grayish brown, fine to medium grained SANDSTONE, dry			S-7	CR	11	32 50/5	50/5	
			36						
			38						
	Very dense, reddish brown, fine to medium grained SANDSTONE, dry		40	S-8	SS	18	17 30 35	65	
			42						
	Very dense, reddish brown, fine to medium grained SANDSTONE, dry			S-9	SS	9	20 50/3	50/3	
			44						
	Auger refusal at @ 43 feet. No groundwater encountered. Backfilled boring with neat cement.								
			46						
			48						
			50						
			52						
			54						
			56						
			58						
			60						
			62						
			64						

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APPENDIX C
Laboratory Results

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MOISTURE DENSITY TESTS

PROJECT Langan # 700069501 **JOB NO.** 2012-0057 **BY** LD **DATE** 11/20/19

Sample No.	LB-1 / S-2	LB-3 / S-1	LB-3 / S-3	LB-3 / S-5				
Depth (ft)	10.0	5.0	15.0	25.0				
Testing								
Soil Type	Orange Brown, Silty Sand	Orange Brown, Silty Sand	L. Brown, F. Silty Sand	L. Brown, F. Silty Sand				
Wet+Tare	1126.0	885.2	863.0	835.7				
No. Ring	6	5	5	5				
Wet Weight	129.3	117.3	131.4	118.4				
Dry Weight	121.3	108.8	123.2	112.8				
Wet density	118.4	109.5	105.8	101.2				
% Water	6.6	7.8	6.7	5.0				
Dry Density	111.0	101.6	99.2	96.4				
O.B.Press(psf)								
Sample No.								
Depth (ft)								
Testing								
Soil Type								
Wet+Tare								
No. Ring								
Wet Weight								
Dry Weight								
Wet density								
% Water								
Dry Density								
O.B.Press(psf)								

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Geo-Logic ASSOCIATES

WASH #200 SIEVE - ASTM D 1140-92

Job Name	Langan # 700073001	Date	12-2-19
Job No.	2012-0057	By	LD

Sample	LB-1 / B-1	**Sample**	LB-3 / S-1	**Sample**	LB-3 / S-3
Soil Type		Soil Type		Soil Type	
% water	0	% water	0	% water	0
Wet weight	158.3	Wet weight	108.8	Wet weight	123.2
Dry weight	158.3	Dry weight	108.8	Dry weight	123.2
+ 200 sieve	34.2	+ 200 sieve	82.9	+ 200 sieve	85.7
% Retained	21.6	% Retained	76.2	% Retained	69.6
%Pass. #200	**78**	**%Pass. #200**	**24**	**%Pass. #200**	**30**

Sample	LB-3 / B-3	**Sample**		**Sample**	
Soil Type		Soil Type		Soil Type	
% water	0	% water		% water	
Wet weight	152.2	Wet weight		Wet weight	
Dry weight	152.2	Dry weight		Dry weight	
+ 200 sieve	109.3	+ 200 sieve		+ 200 sieve	
% Retained	71.8	% Retained		% Retained	
%Pass. #200	**28**	**%Pass. #200**		**%Pass. #200**	

Sample		**Sample**		**Sample**	
Soil Type		Soil Type		Soil Type	
% water		% water		% water	
Wet weight		Wet weight		Wet weight	
Dry weight		Dry weight		Dry weight	
+ 200 sieve		+ 200 sieve		+ 200 sieve	
% Retained		% Retained		% Retained	
%Pass. #200		**%Pass. #200**		**%Pass. #200**	

Sample		**Sample**		**Sample**	
Soil Type		Soil Type		Soil Type	
% water		% water		% water	
Wet weight		Wet weight		Wet weight	
Dry weight		Dry weight		Dry weight	
+ 200 sieve		+ 200 sieve		+ 200 sieve	
% Retained		% Retained		% Retained	
%Pass. #200		**%Pass. #200**		**%Pass. #200**	

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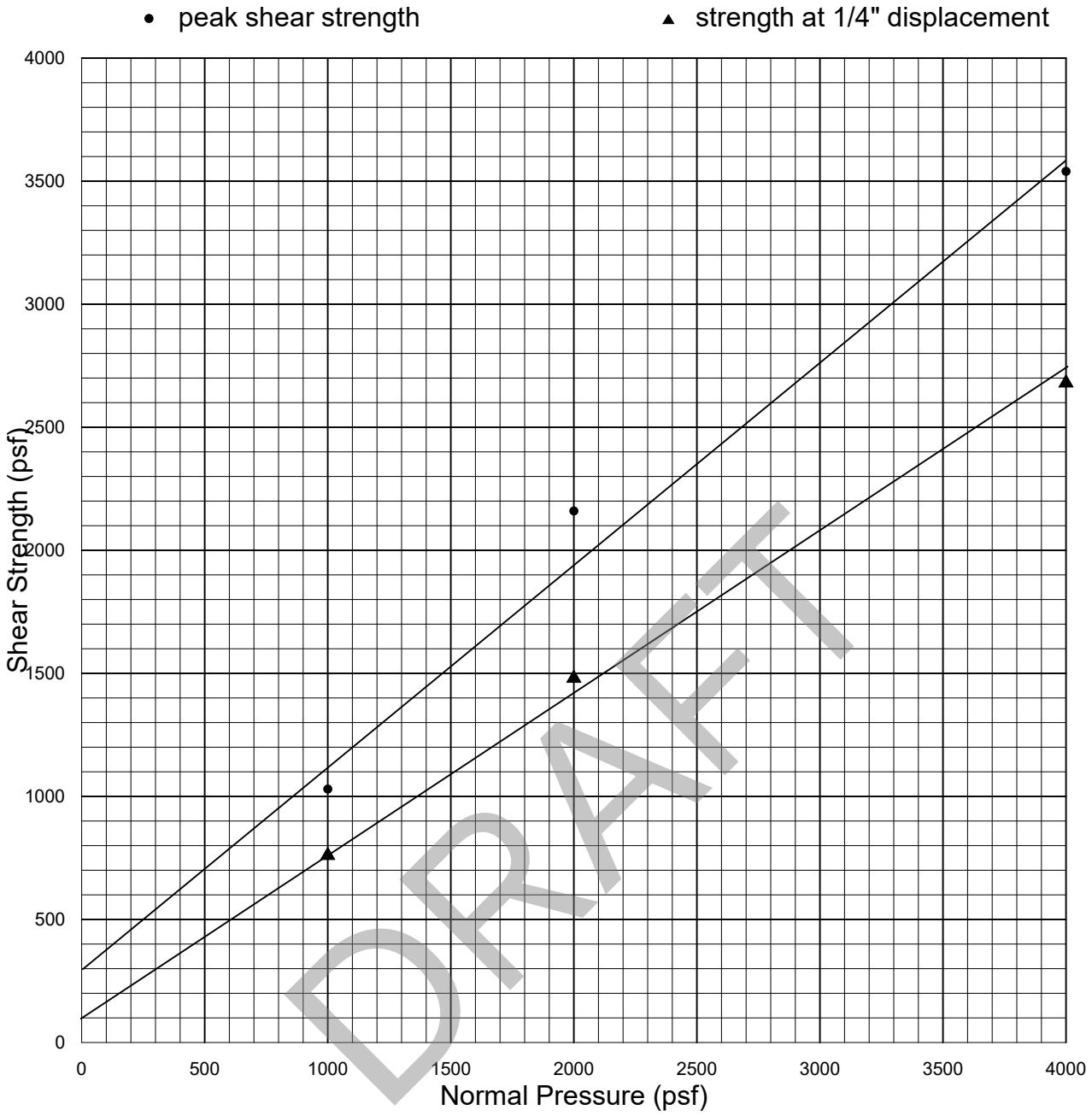
Geo-Logic ASSOCIATES

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0084 in. / min.

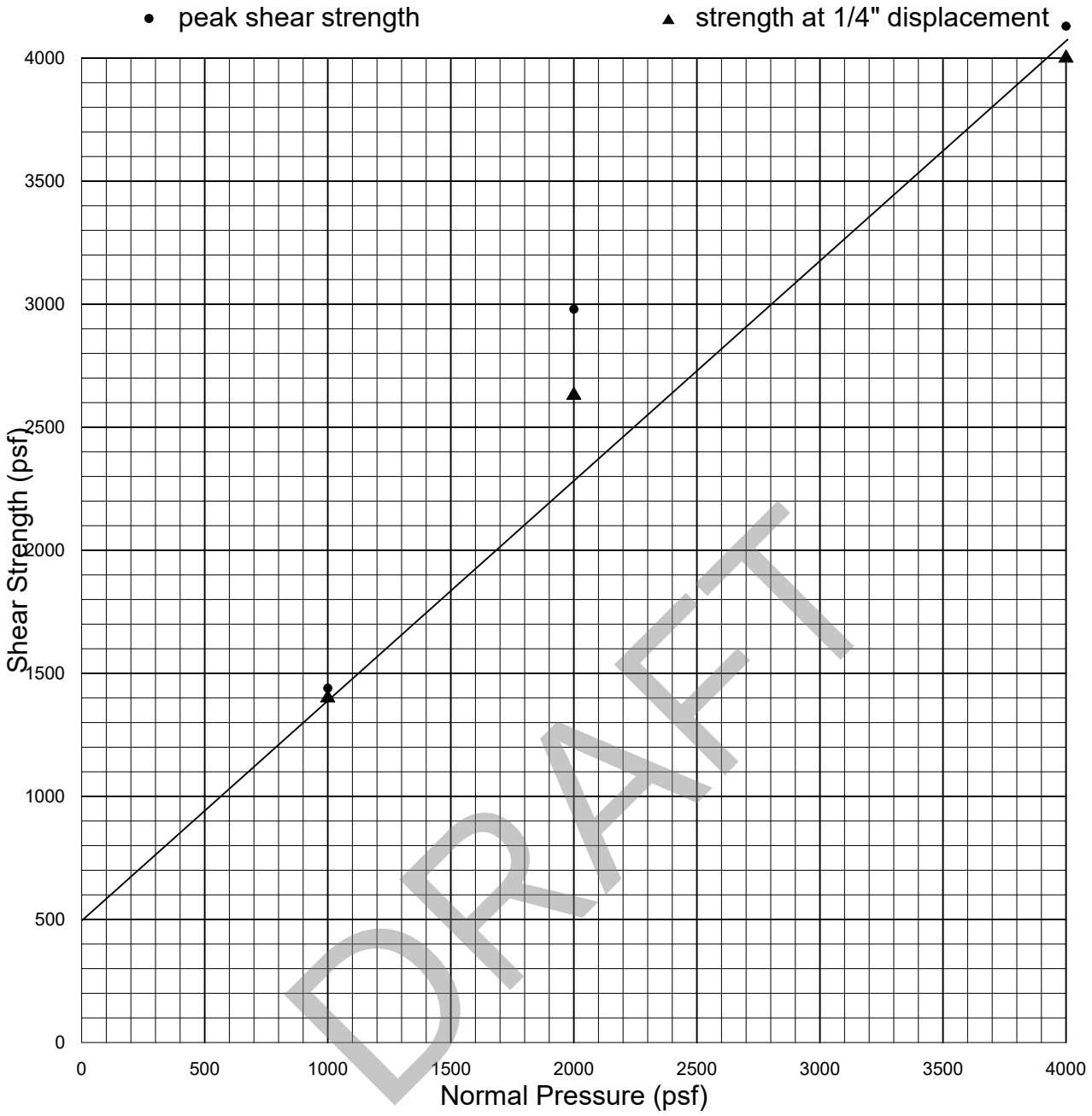
Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB-1/S-2	Undisturbed & Saturated	Silty Sand	111.0	6.6	21.9

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
1000	1030 @ 0.0400"	760
2000	2160 @ 0.0700"	1480
4000	3540 @ 0.1150"	2680
	C = 300 psf	C = 100 psf
	ϕ = 39 deg.	ϕ = 33.5 deg.

Date: 12-02-19

GeoLogic Associates

DIRECT SHEAR TEST - ASTM D-3080



Strain Rate: 0.0084 in. / min.

Sample	Type	Description	Dry Density (pcf)	Initial W.C. (%)	Final W.C. (%)
LB-3/S-5	Undisturbed & Saturated	Silty Sand	96.4	5.0	26.7

Normal Pressure (psf)	Peak Shear Strength (psf)	Ultimate Shear Strength (psf)
1000	1440 @ 0.1150"	1400
2000	2980 @ 0.0960"	2630
4000	4130 @ 0.1000"	4000
	C = 500 psf	C = 500 psf
	ϕ = 41.5 deg.	ϕ = 41.5 deg.

Date: 12-02-19

GeoLogic Associates

APPENDIX D
Seismic Shear Wave Velocity Results

DRAFT

December 9, 2019

Project No. 119627
Report No. 1

Mr. Luis Vazquez
Langan
32 Executive Park, Suite 130
Irvine, California 92614

Subject: GEOPHYSICAL EVALUATION
ECHO PARK APARTMENTS
LOS ANGELES, CALIFORNIA

Dear Mr. Vazquez:

In accordance with your authorization, we have performed geophysical evaluation services pertaining to the Echo Park Apartments project located in Los Angeles, California (Figure 1). The purpose of our study was to develop a Shear-wave velocity profile to be used for design and construction at the site. Our services were performed on December 3, 2019. This report presents the methodology, equipment used, analysis, and findings from our study.

Our scope of services included the performance of two refraction microtremor (ReMi) profiles (RL-1 and RL-2) at preselected areas of the project site (Figure 2). The ReMi technique uses recorded surface waves (specifically Rayleigh waves) that are contained in background noise to develop a Shear-wave velocity profile of the study area down to a depth, in this case, of approximately 100 feet. The depth of exploration is dependent on the length of the line and the frequency content of the background noise. The results of the ReMi method are displayed as a one-dimensional sounding which represents the average condition across the length of the line. The ReMi method does not require an increase of material velocity with depth; therefore, low velocity zones (velocity inversions) are detectable with ReMi.

Our ReMi evaluation included the use of a 24-channel Geometrics Geode seismograph and 24, 4.5-Hz vertical component geophones. For RL-1, the geophones were spaced 6 feet apart for a total line length of 138 feet. For RL-2, the geophones were spaced 5 feet apart for a total line length of 115 feet. Due to limitations in the size of the study area, the aforementioned were the maximum length lines possible for this study. Fifteen records, each 32 seconds long, were recorded and then downloaded to a computer. The data were later processed using SeisOpt® ReMi™ software (© Optim LLC, 2005), which uses the refraction microtremor method (Louie, 2001). The program generates phase-velocity dispersion curves for each record and provides an interactive dispersion modeling tool where the users determine the best fitting model. The result is a one-dimensional shear-wave velocity model of the site with roughly 85 to 95 percent accuracy.

DRAFT

Figure 3 depicts the general site conditions in the study area. Figure 4a and 4b present the results for RL-1 and RL-2, respectively, from our evaluation. Based on our analysis of the collected data, the average characteristic site Shear-wave velocity down to a depth of 100 feet for RL-1 is 1163 feet per second (ft/s) (CBC, 2016). The average characteristic site Shear wave velocity down to a depth of 100 feet for RL-2 is 1102 feet per second (ft/s) (CBC, 2016). These values correspond to site classifications of D. It should be noted the ReMi results represent the average condition across the length of the line.

The field evaluation and geophysical analyses presented in this report have been conducted in general accordance with current practice and the standard of care exercised by consultants performing similar tasks in the project area. No warranty, express or implied, is made regarding the conclusions and opinions presented in this report. There is no evaluation detailed enough to reveal every subsurface condition. Variations may exist and conditions not observed or described in this report may be present. Uncertainties relative to subsurface conditions can be reduced through additional subsurface exploration. Additional subsurface evaluating will be performed upon request.

This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Southwest Geophysics should be contacted if the reader requires additional information or has questions regarding the content, interpretations presented, or completeness of this document. This report is intended exclusively for use by the client. Any use or reuse of the findings, conclusions, and/or recommendations of this report by parties other than the client is undertaken at said parties' sole risk.

We appreciate the opportunity to be of service on this project. Should you have any questions related to this report, please contact the undersigned at your convenience.

Respectfully submitted,
SOUTHWEST GEOPHYSICS, LLC

REGISTERED GEOPHYSICIST
PATRICK F. LEHRMANN
No. 1043
Exp. 1/31/20
STATE OF CALIFORNIA

Evan C. Anderson
Project Geophysicist

Patrick F. Lehrmann, P.G., Pg.
Principal Geologist/Geophysicist

ECA:PFL:pfl:ds

(1) Addressee via e-mail: lvazquez@langan.com

Attachments:
Figure 1 – Site Location Map
Figure 2 – Seismic Line Location Map (RL-1 and RL-2)
Figure 3 – Site Photographs
Figure 4a – ReMi Results (RL-1)
Figure 4b – ReMi Results (RL-2)

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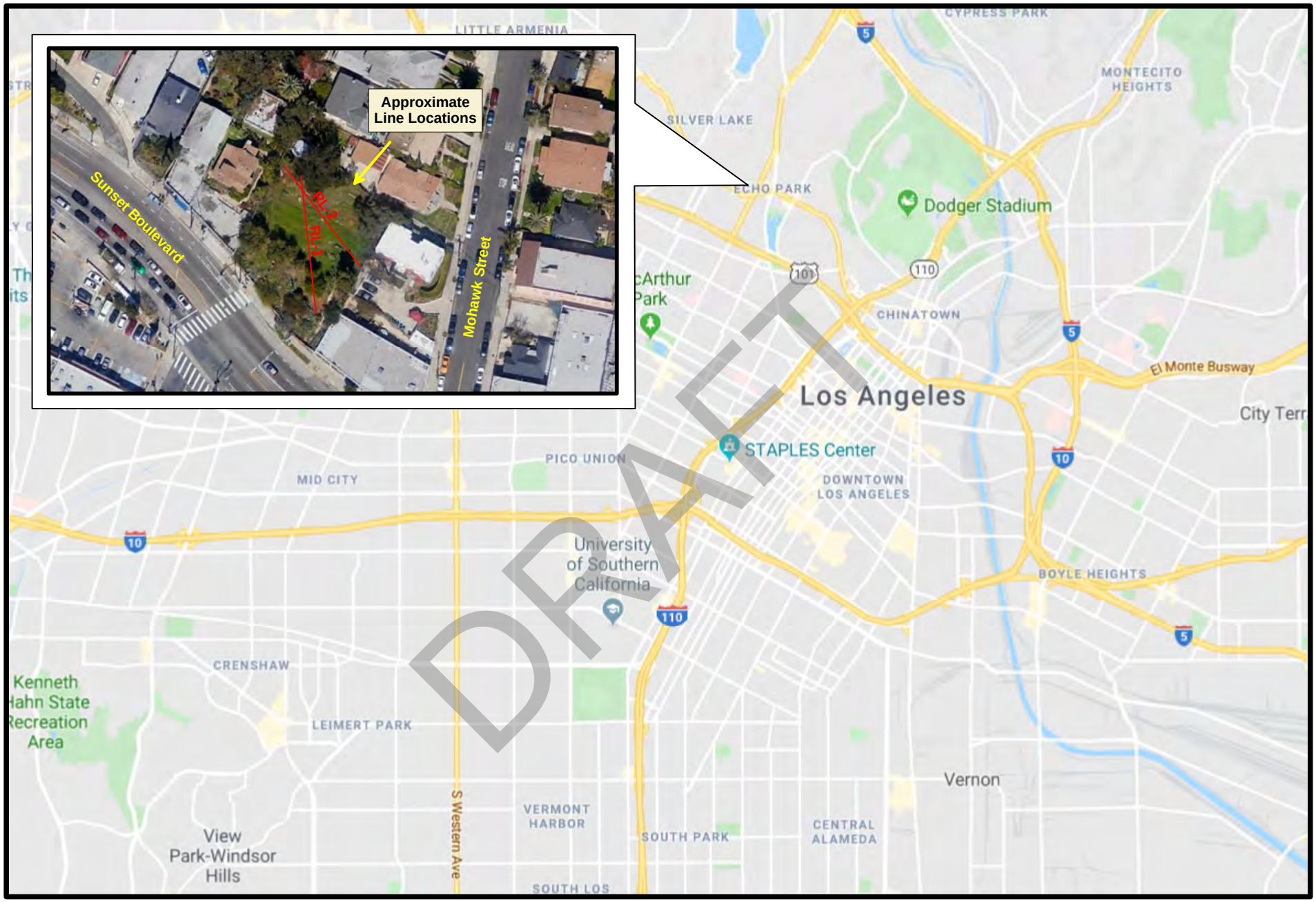
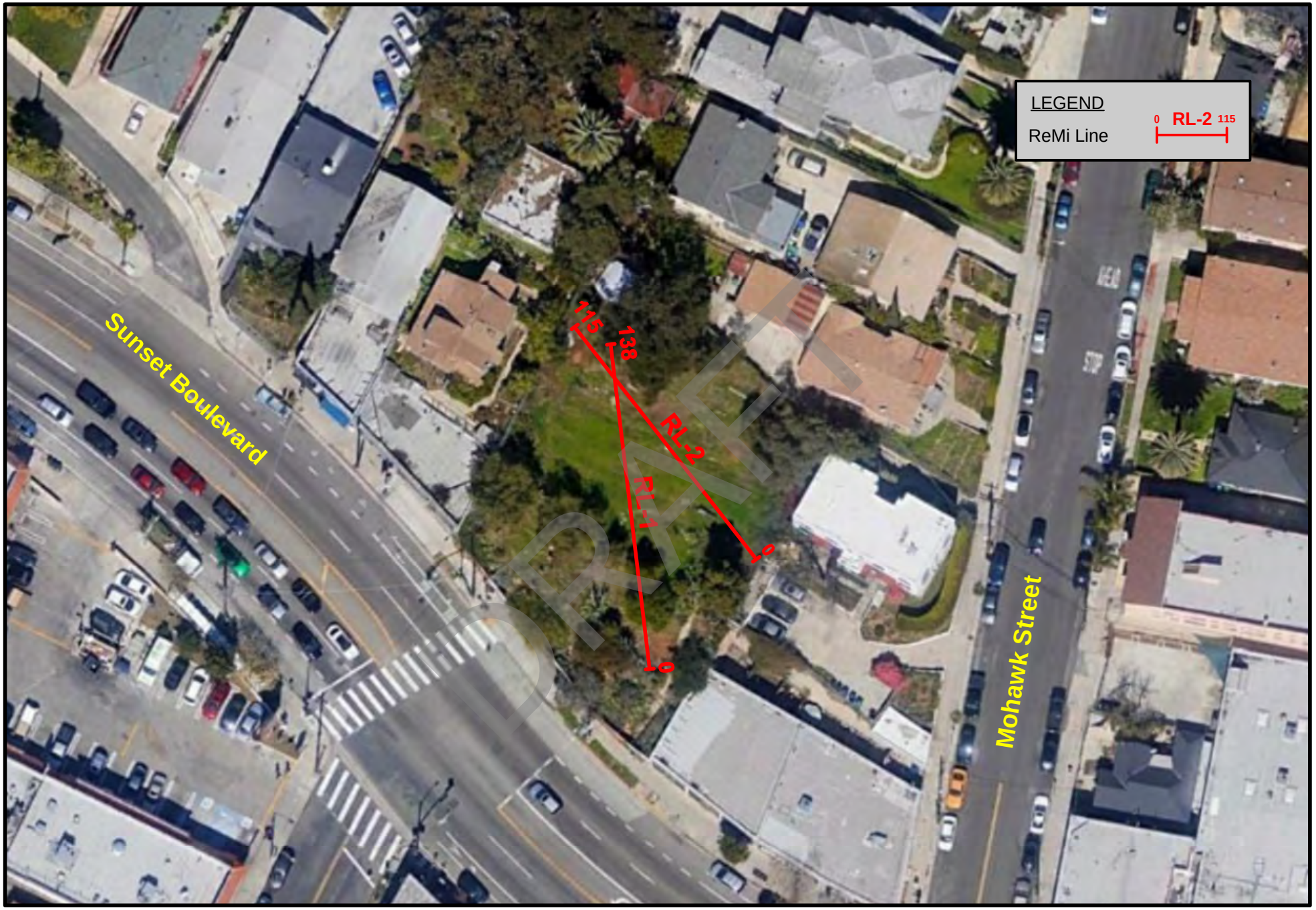


SITE LOCATION MAP	N	Echo Park Apartments Los Angeles, California	SOUTHWEST GEOPHYSICS LLC
		Project No.: 119627 / Date: 12/19	Figure 1



SEISMIC LINE LOCATION MAP

N

Echo Park Apartments
Los Angeles, California

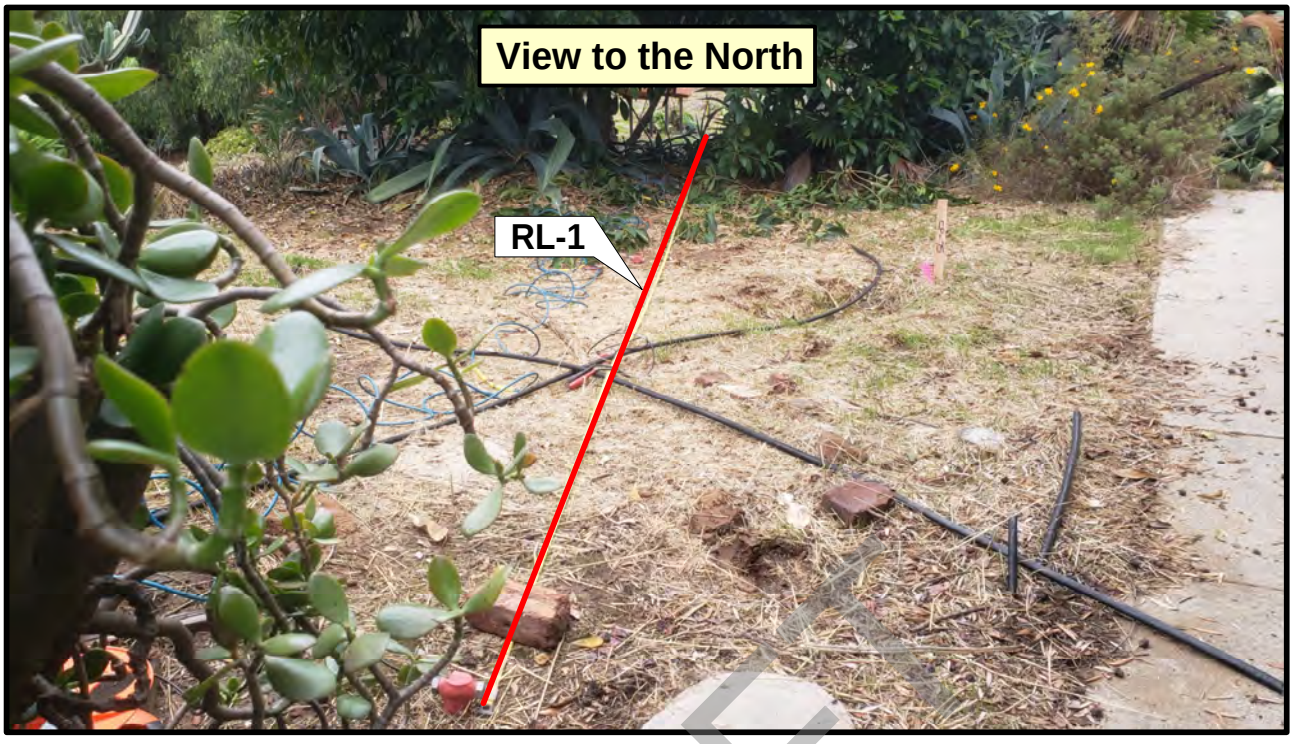
Project No.: 119627 | Date: 12/19

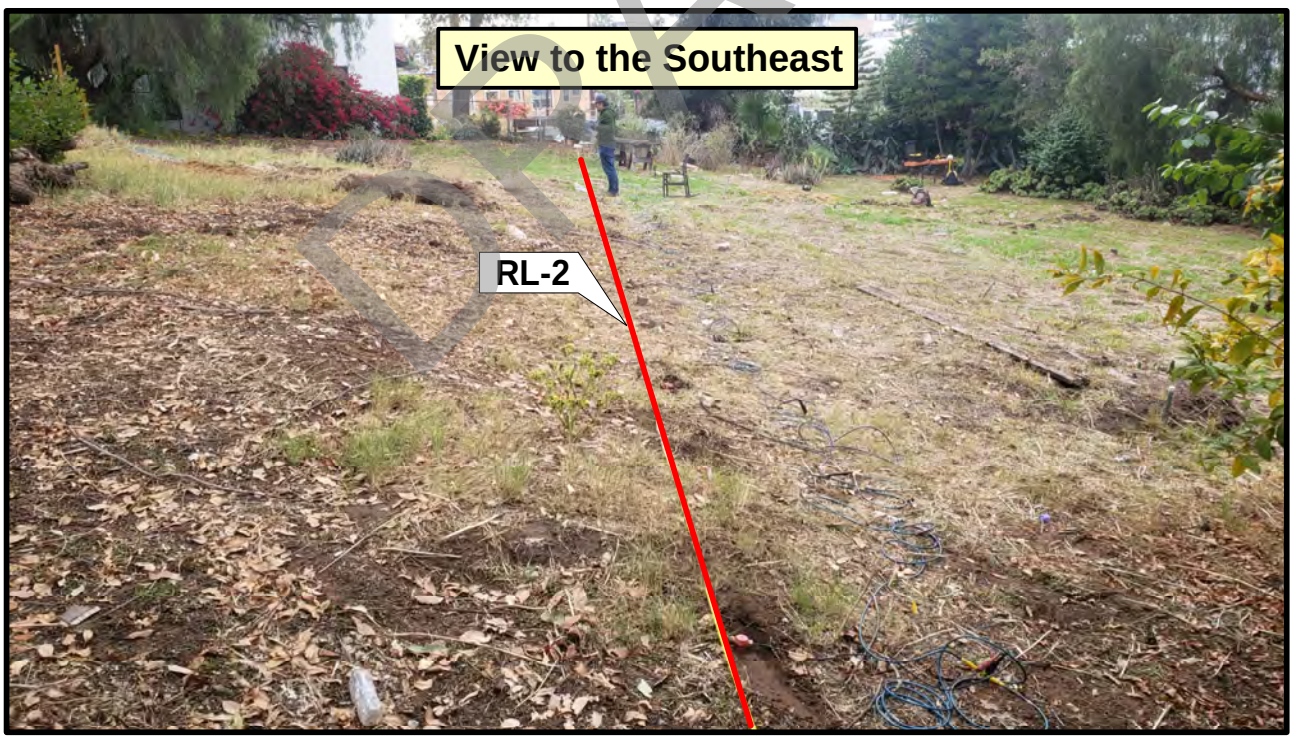
SOUTHWEST GEOPHYSICS LLC

Figure 2

0 50 100

approximate scale in feet





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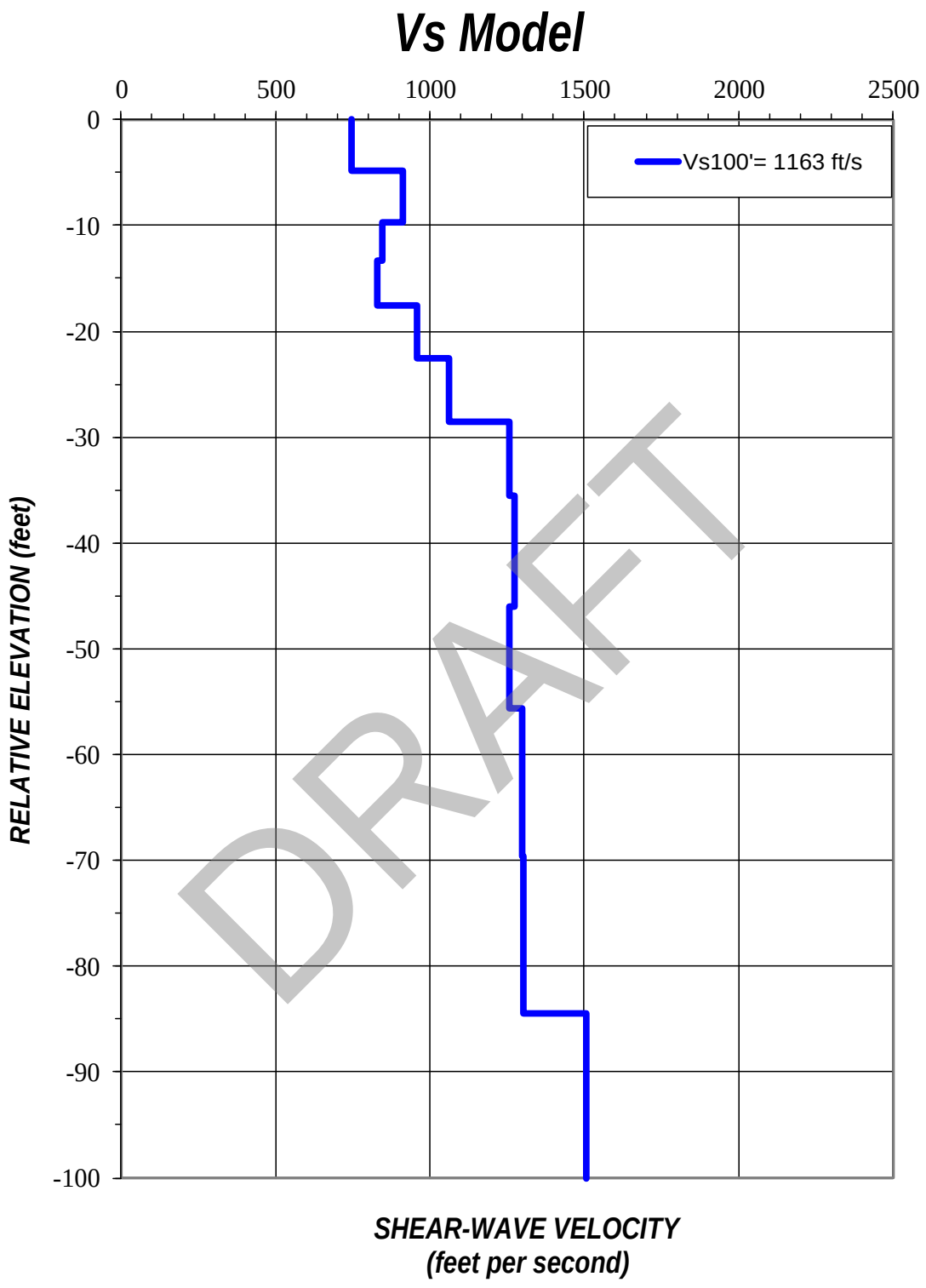
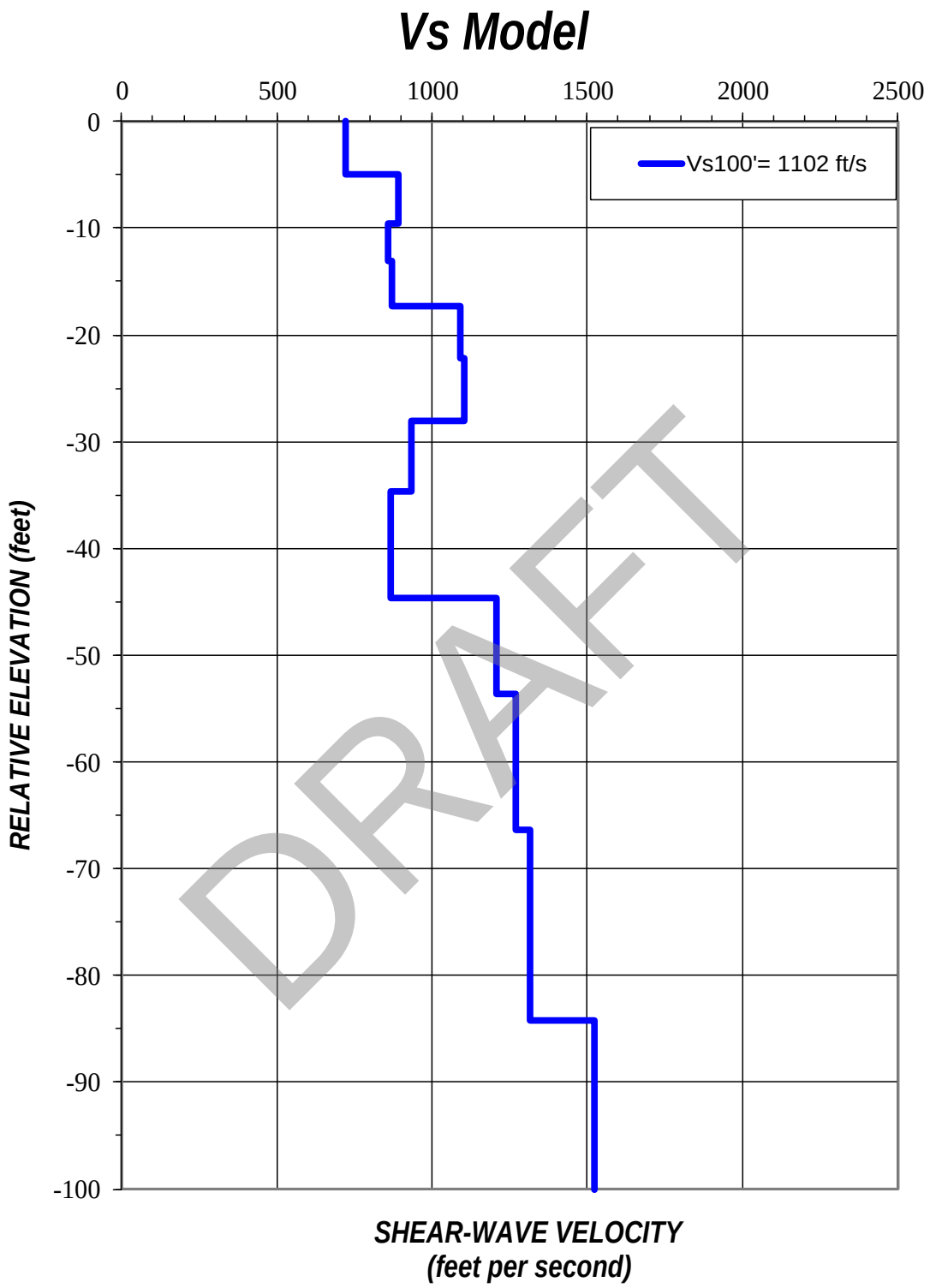
SITE PHOTOGRAPHS	Echo Park Apartments Los Angeles, California	SOUTHWEST GEOPHYSICS LLC Figure 3
	Project No.: 119627 / Date: 12/19	



ReMi RESULTS **RL-1**	Echo Park Apartments Los Angeles, California Project No.: 119627 Date: 12/19	SOUTHWEST GEOPHYSICS LLC Figure 4a



ReMi RESULTS **RL-2**	Echo Park Apartments Los Angeles, California Project No.: 119627 Date: 12/19	SOUTHWEST GEOPHYSICS LLC Figure 4b

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

19 May 2020

CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Attn: Sherrie Cruz

re: Paleontological resources for the Vertebrate Paleontology Records Check for paleontological resources for the proposed Cypress 2217 W Sunset Project, in the City of Los Angeles, Los Angeles County, project area

Dear Sherrie:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed Cypress 2217 W Sunset Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Hollywood USGS topographic quadrangle map that you sent to me via e-mail on 5 May 2020. We do not have any vertebrate fossil localities that lie directly within the proposed project area boundaries, but we do have fossil localities nearby from the same sedimentary deposits that occur in the proposed project area.

In the entire proposed project area there are exposures of the marine late Miocene Puente Formation, also sometimes referred to as the Monterey Formation or the Lower Modelo Formation in this vicinity. We have numerous vertebrate fossil localities from the Puente Formation to the west of the proposed project area from excavations for the MTA Metrorail Red Line stations and tunnels, with the closest being along Vermont Avenue from about Beverly Boulevard north to Hollywood Boulevard. Our closest Puente Formation locality from these excavations is LACM 6946, for the Metrorail Red Line Vermont / Beverly station just south of due west of the proposed project area. Further to the northwest to north-northwest of the proposed project area, at the Vermont / Santa Monica and Vermont / Sunset Metrorail Red Line

stations respectively, we have the Puente Formation localities LACM 6947-6948. Just north of the Vermont / Sunset station, around Barnsdall Park near the intersection of Vermont Avenue and Hollywood Boulevard, there are also the Puente Formation localities LACM 6205-6207 from the Metrorail Redline tunnel. These localities produced a rich suite of fossil fish as detailed in the attached appendix. Of particular note, locality LACM 6948 produced the holotype (the name bearing specimen for a species new to science) of the fossil croaker fish *Genyonemus whistleri* described by G.T. Takeuchi and R.W. Huddleston in 2008 (*Genyonemus whistleri* new species, a late Miocene sciaenid fish from California. Natural History Museum of Los Angeles County Science Series, 41:279-291).

Around MacArthur Park south-southwest of the proposed project area, we have the Metrorail Redline Puente Formation localities LACM 6198-6201 that produced fossil specimens of needlefishes, Belonidae, moras, Moridae, lanternfishes, Myctophidae, mackerels, Scombridae, slickheads, Alepocephalidae, deep sea smelts, *Bathylagus*, and bristlemouth, *Cyclothone*. Further west along Wilshire Boulevard around the intersection with Vermont Avenue, and southwest of the proposed project area, we have the vertebrate fossil localities LACM 6202 and 6203 from the Puente Formation discovered during excavation for the Meterorail Wilshire / Vermont station at a depth of 60 to 80 feet beneath the surface. Fossil specimens of eels, Anguilliformes, and needlefishes, Belonidae, were recovered at locality LACM 6203. Locality LACM 6202, however, was an extremely productive locality that contained an extensive fauna of fossil fish. A list of the fossil fish taxa from locality LACM 6202 is provided in the attached appendix.

Any excavations in the Puente Formation deposits exposed throughout the proposed project area may very well uncover significant vertebrate fossils. Any substantial excavations in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosures: appendices; invoice

Composite fossil fish fauna from locality LACM 6946-6948 and 6205-6207
recovered from MTA Metrorail Red Line excavations
along Vermont Avenue from Beverly Boulevard north to Hollywood Boulevard

Osteichthyes		
Atheriniformes		
Belonidae		- needlefishes
Beryciformes		
Melamphaeidae		- bigscales
Scopelogadus		
Clupeiformes		
Clupeidae		- shads & herrings
Ganolytes	*cameo*	
Xyne	*grex*	
Gadiformes		
Moridae		- moras
Myctophiformes		
Myctophidae		- lanternfishes
Diaphus		
Neoscopelidae		- blackchins
Scopelengys		
Perciformes		
Carangidae		- jacks; amberjacks; pompanos
Decapterus		
Gempylidae		- snake mackerels; escolars; oilfishes
Thyrsocles		
Sciaenidae		- croakers
Genyonemus	*whistleri*	
Lompoquia		
Scombridae		- mackerels & tunas
Sarda		
Scomber		
Serranidae		- sea basses & groupers
Paralabrax		
Sparidae		- porgies
Plectrites	*classeni*	
Salmoniformes		
Alepocephalidae		- slickheads
Argentinidae		- smelts
Argentina		
Bathylagidae		- deep sea smelts
Bathylagus		
Stomiatiformes		
Chauliodontidae		- extinct deep-sea fishes
Chauliodus	*eximius*	
Gonostomidae		- bristlemouths
Cyclothone		
Sternoptychidae		- hatchetfishes
Argyropelecus		
Danaphos		

Fossil fish taxa from LACM 6202, Metrorail Red Line Vermont / Wilshire Station

Osteichthyes		- bony fishes
Anguilliformes		- eels
Atheriniformes		
Belonidae		- needlefishes
Beryciformes		
Anoplogasteridae		- fangtooths
Anoplogaster		
Melamphaeidae		- bigscales
Scopelogadus		
Clupeiformes		
Clupeidae		- herrings
Ganolytes	*cameo*	
Xyne	*grex*	
Gadiformes		
Gadidae		- cods
Physiculus		
Macrouridae		- grenadiers
Merlucciidae		- hakes
Merluccius		
Moridae		- flatnoses
Lophiiformes		- frogfishes
Linophrynidae		
Oneirodidae		
Oneirodes		
Myctophiformes		
Myctophidae		- lanternfishes
Diaphus		
Lampanyctus		
Perciformes		
Carangidae		- jacks
Pseudoseriola		
Gempylidae		- snake mackerals
Thyrsocles		
Sciaenidae		- croakers
Lompoquia		
Scombridae		- tunas & mackerals
Sarda		
Scomber		
Serranidae		- groupers
Trichiuridae		- cutlassfishes
Pleuronectiformes		
Citharidae		- sanddabs
Citharichthys		
Pleuronectidae		- fluonders & soles
Hippoglossus		
Pleuronichthys		
Salmoniformes		
Alepocephalidae		- slickheads
Argentinidae		- argentinas
Bathylagidae		- smoothtongues
Bathylagus		
Opisthoproctidae		- spookfishes
Searsiidae		- tubeshoulders
Scorpaeniformes		
Scorpaenidae		- rockfishes
Sebastes		
Stomiatiformes		
Chauliodontidae		- viperfishes
Chauliodus	*eximius*	
Gonostomidae		- bristlemouths
Cyclothone		
Vinciguerria		
Sternoptychidae		- hatchetfishes
Argyropelecus		
Stomiatidae		- dragonfishes
Stomias		

2221-2235 W. Sunset Blvd, 2216-2218 W. Elsinore St. and 1121 Mohawk St.
Phase I Environmental Site Assessment

December 2, 2019

Prepared for:

Cypress Equity Investments
12121 Wilshire Blvd. Suite 801
Los Angeles, California 90025

Prepared by:

Stantec Consulting Services Inc.
735 East Carnegie Drive, Suite 280
San Bernardino, California 92408

Project No.: 185804643

Sign-off Sheet and Signatures of Environmental Professionals

This document entitled Phase I Environmental Site Assessment ("Phase I ESA") was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Cypress Equity Investments (the "Client"). Any reliance on this document by any third party without Stantec's permission is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

All information, conclusions, and recommendations provided by Stantec in this document regarding the Phase I ESA have been prepared under the supervision of and reviewed by the professionals whose signatures appear below.

: _____

Debbie Hernandez
Geologic Staff

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in § 312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Quality Reviewer: _____

Alicia Jensen
Associate Scientist

Independent Reviewer: _____

Kyle Emerson, C.E.G., P.G.
Managing Principal Geologist

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Abbreviations

AAI	All Appropriate Inquiry
ACM	Asbestos-containing material
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
BER	Business Environmental Risk
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFR	Code of Federal Regulation
CREC	Controlled Recognized Environmental Conditions
ELUC	Environmental Land Use Control
EP	Environmental Professional
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
ft msl	Feet above mean sea level
HREC	Historical Recognized Environmental Conditions
HWMU	Hazardous Waste Management Unit
LBP	Lead-based paint
LUST	Leaking Underground Storage Tank
NESHAP	National Emissions Standard for Hazardous Air Pollutants
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions
TSCA	Toxic Substance Control Act
USDA	United States Department of Agriculture
USGS	United States Geological Survey
UST	Underground Storage Tank
VEC	Vapor Encroachment Condition
VOCs	Volatile Organic Compounds

1.0 SUMMARY

Stantec Consulting Services Inc. (Stantec) has completed a Phase I Environmental Site Assessment (ESA) report of the property located at 2221-2235 W. Sunset Blvd, 2216-2218 W. Elsinore St. and 1121 Mohawk St., Los Angeles, California 90026 (the "Property"), on behalf of Cypress Equity Investments (the "Client"). Cypress Equity Investments (the "User") has been designated as the User of this report.

The Phase I ESA was conducted in conformance with the requirements of American Society for Testing and Materials (ASTM) Designation E 1527-13, and All Appropriate Inquiry (AAI) as defined by the US-EPA in Title 40 of the Code of Federal Regulations, Part 312, except as may have been modified by the scope of work, and terms and conditions, requested by the Client. Any exceptions to, or deletions from, the ASTM or AAI practice are described in Section 2.3.

The Property consists of two parcels (APN 540-203-1026 and 504-203-1024) located in the neighborhood of Echo Park, city of Los Angeles, California. The parcel spans seven listed addresses totaling to approximately 1.15 acres. The addresses listed off of West Sunset Boulevard are zoned as "C2 – Commercial" and the addresses listed on West Elsinore Street and Mohawk Street are zoned "R3 - Multiple Dwelling Zone." The Property consists of multiple structures including store fronts accessible from Sunset Boulevard, multi-tenant homes on Mohawk and Elsinore Street, and vacant land connecting the units. A Property location map is illustrated on Figure 1. A Property map illustrating the main features of the Property is provided as Figure 2. Photographs taken during the site reconnaissance visit are provided in Appendix A.

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527 of 2217-2225 W. Sunset Blvd, 2216-2218 W. Elsinore St. and 1129 Mohawk St., Los Angeles, California 90026. Any exceptions to, or deletions from, this practice are described in the Data Gaps section of this report. This assessment has revealed no evidence of recognized environmental conditions (RECs) in connection with the Property.

The following non-ASTM condition has been identified:

- Given the age of the existing buildings on the Property (circa 1920s), the presence of lead-based paint (LBP) and asbestos containing materials (ACMs) is possible. Stantec recommends conducting a comprehensive, pre-demolition LBP and ACM survey in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act (AHERA) prior to any activities with the potential to disturb building materials to determine whether LBP and ACMs are present. Further, in the event ACM is detected, Stantec recommends proper removal and disposal of the materials identified prior to any activities with the potential to disturb them.

The preceding summary is intended for informational purposes only. Reading of the full body of this report is recommended.

2.0 INTRODUCTION

The objective of this Phase I ESA was to perform All Appropriate Inquiry (AAI) into the past ownership and uses of the Property consistent with good commercial or customary practice as outlined by the ASTM in "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process", Designation E1527-13. "All Appropriate Inquiry" (AAI) is the process for evaluating a property's environmental conditions for the purpose of qualifying for landowner liability protections under CERCLA following final rule of Part 312 of Title 40, Code of Federal Regulations (40 CFR Part 312). The purpose of this Phase I ESA was to identify adverse environmental conditions including recognized environmental conditions ("RECs") of the Property.

The ASTM E1527-13 standard indicates that the purpose of the Phase I ESA is to identify RECs, including historical recognized environmental conditions ("HRECs"), and controlled recognized environmental conditions ("CRECs") that may exist at a property. 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 any 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.

ASTM defines a "HREC" as a REC that has occurred in connection with a property but has been addressed to the satisfaction of the applicable regulatory authority and meets current unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release a HREC, the environmental professional (EP) must determine whether the past release is a REC when the current Phase I ESA is conducted (e.g., if there has been a change in the regulations). If the EP considers the past release to be a REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as a REC.

ASTM defines a "CREC" as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), but with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls).

As defined by ASTM, RECs can include hazardous substances or petroleum products present under conditions in compliance with laws if that presence represents a material threat of future release. The presence of hazardous substances or petroleum products is, however, not a REC if that presence is a *de minimis* condition. *De minimis* conditions are minor occurrences of contamination that generally do not present a material risk to human health and would not likely be subject to enforcement action if brought to the attention of governmental agencies.

This Phase I ESA was conducted in accordance with Master Services Agreement (MSA) between Stantec and Cypress.

ASTM E1527-13 notes that the availability of record information varies from source to source. The User or Environmental Professional is not obligated to identify, obtain, or review every possible source that might exist with respect to a property. Instead, ASTM identifies record information that is reasonably ascertainable from standard sources. “Reasonably ascertainable” means:

1. Information that is publicly available;
2. Information that is obtainable from its source within reasonable time and cost constraints; and
3. Information that is practicably reviewable.

2.1 PROPERTY DESCRIPTION

The Property consists of two parcels (APN 540-203-1026 and 504-203-1024) located in the neighborhood of Echo Park, city of Los Angeles, California. The parcel spans seven listed addresses totaling to approximately 1.15 acres. The addresses noted in the subject property include 2221-2235 W. Sunset Blvd., 2216-2218 W. Elsinore St., and 1121 Mohawk St. The addresses listed off of West Sunset Boulevard are zoned as “C2 – Commercial” and the addresses listed on West Elsinore Street and Mohawk Street are zoned “R3 - Multiple Dwelling Zone.” The Property consists of multiple structures including store fronts accessible from Sunset Boulevard, multi-tenant homes on Mohawk and Elsinore Street and vacant land connecting the units. A Property location map is illustrated on Figure 1. A Property map illustrating the main features of the Property is provided as Figure 2. Photographs taken during the site reconnaissance visit are provided in Appendix A.

2.2 SPECIAL TERMS, CONDITIONS, AND SIGNIFICANT ASSUMPTIONS

There were no special terms, conditions, or significant assumptions associated with this Phase I ESA.

2.3 EXCEPTIONS AND LIMITING CONDITIONS

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided and given the schedule and budget constraints established by the client. No other representations, warranties, or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential and actual liabilities and conditions associated with the Property.

This report provides an evaluation of selected environmental conditions associated with the Property that was assessed at the time the work was conducted and is based on information obtained by and/or provided to Stantec at that time. There are no assurances regarding the accuracy and completeness of this information. All information received from the client or third parties in the preparation of this report has

been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available, and the results of the work. They are not a certification of the property's environmental condition.

This report relates solely to the specific project for which Stantec was retained and the stated purpose for which this report was prepared and shall not be used or relied upon by client for any variation or extension of this project, any other project, or any other purpose.

This report has been prepared for the exclusive use of the client identified herein and any use of or reliance on this report by any third party is prohibited, except as may be provided in writing by Stantec or as required by law.

Project Specific limiting conditions are provided in Section 2.2.

The locations of any utilities, buildings and structures, and property boundaries illustrated in or described within this report, if any, including pole lines, conduits, water mains, sewers and other surface or sub-surface utilities and structures, are not guaranteed. Before starting site work, the exact location of all such utilities and structures must be confirmed by the client and the party performing the work, and Stantec assumes no liability resulting from damage to such utilities and structures.

The conclusions are based on the conditions encountered at the Property by Stantec at the time the work was conducted. As the purpose of this report is to identify Property conditions which may pose an environmental risk; the identification of non-environmental risks to structures or people on the Property is beyond the scope of this assessment.

The findings, observations, and conclusions expressed by Stantec in this report are not an opinion concerning the compliance of any past or present owner or operator of the Property which is the subject of this report with any Federal, state, provincial or local law or regulation.

This report presents professional opinions and findings of a scientific and technical nature. It does not and shall not be construed to offer a legal opinion or representations as to the requirements of, nor compliance with, environmental laws, rules, regulations or policies of Federal, state, provincial or local governmental agencies. It is recommended that issues raised by the report should be reviewed for the client by its legal counsel.

Stantec specifically disclaims any responsibility to update the conclusions in this report if new or different information later becomes available or if the conditions or activities on the property subsequently change.

2.4 PERSONNEL QUALIFICATIONS

This Phase I ESA was conducted by, or under the supervision of, an individual that meets the ASTM definition of an Environmental Professional (EP). The credentials of the EP and other key Stantec personnel involved in conducting this Phase I ESA are provided in Appendix B.

3.0 USER-PROVIDED INFORMATION

ASTM E1527-13 describes responsibilities of the User to complete certain tasks in connection with the performance of "All Appropriate Inquiries" into the Property. The ASTM standard requires that the Environmental Professional request information from the User on the results of those tasks because that information can assist in the identification of RECs, CRECs, HRECs, or de minimis conditions in connection with the Property. Towards that end, Stantec requested that the User provide the following documents and information:

Description of Information	Provided (Yes / No)	Description and/or Key Findings
User Questionnaire and/or Interview	Yes	No RECs or environmental concerns were noted in the user questionnaire.
Environmental Liens or Activity Use Limitations	No	No environmental liens or activity use limitation documents were provided by the user.
Previous Environmental Permits or Reports Provided by User	No	The user reportedly does not possess any of these documents.
Purpose of the Phase I ESA	Yes	Due diligence

Stantec requested information relevant to performance of this Phase I ESA with a written questionnaire submitted to the user of this report. A copy of the Users Questionnaire completed by Mr. Greg Goldman, Senior Vice President for Cypress Equity Investments, and is provided in Appendix C. The significant information provided by Mr. Goldman is summarized below.

1. Information on Environmental Cleanup Liens on the Property? – The Client is not aware of any environmental cleanup liens on the Property.

2. Information on Property Activity or Use Limitations (including Institutional and Engineering Controls)? – The Client is not aware of any activity and land use limitations on the Property.

3. Specialized knowledge or experience of the User - The Client provided no information indicating any specialized knowledge or experience.

4. Commonly known or reasonably ascertainable information about the Property? - The Client is unaware of commonly known or reasonably ascertainable information about the Property.

5. The degree of obviousness or the presence or likely presence of contamination at the Property, and the ability to detect the contamination by appropriate investigation? - The Client provided no information indicating any obvious or likely present contamination.

3.1 SPECIALIZED KNOWLEDGE OR EXPERIENCE

The Federal AAI rule (40 CFR §312.28) and ASTM E1527-13 require that all appropriate inquiry must take into account relevant and applicable specialized knowledge and experience on the part of the User regarding the Property, the area surrounding the Property, the conditions of adjoining properties, and any other experience relevant to identifying RECs on the Property.

Mr. Goldman has no knowledge or experience related to the Property or nearby properties.

3.2 PURCHASE PRICE VS. PROPERTY VALUE

The Federal AAI rule (40 CFR §312.29) and ASTM E1527-13 require that persons seeking defense to or protection from liability under CERCLA must take into account the relationship of the purchase price to the fair market value of the Property if it were not contaminated to assess whether or not the differential is due to the presence of releases or threatened releases of hazardous substances. This portion of the inquiry is the responsibility of the User, and the User has the option of sharing or not sharing this information with the Environmental Professional performing the Phase I ESA.

Stantec has not performed an independent evaluation of the purchase price of the Property and its relationship to fair market value. Stantec submitted a written questionnaire to the User inquiring about the User's knowledge regarding the relationship of the purchase price to the fair market value of the property if it were not contaminated.

Mr. Goldman believes the purchase price being paid for the Property reasonably reflects the fair market value.

4.0 RECORDS REVIEW

The objective of consulting historical sources of information is to develop the history of the Property and surrounding area and evaluate if past uses may have resulted in RECs. Physical setting records are evaluated to determine if the physical setting may have contributed to adverse environmental conditions in connection with the Property. During the review of historical records, Stantec attempted to identify uses of the Property from the present to the first developed use of the Property. Stantec's research included the reasonably ascertainable and useful records described in this section.

4.1 PHYSICAL SETTING

A summary of the physical setting of the Property is provided in the table below with additional details in the following subsections

Topography:	The Property is at an elevation of 438 feet above mean sea level. The regional topographic gradient is complex with rolling hills due to the Elysian Fault Zone located 1/4 mile to the northeast (USGS, 2012).
Soil/Bedrock Data:	The vicinity of the Property is underlain by the Monterey Formation. The formation is characterized by white to light gray and tan shales and sandstones. It includes interbeds of micaceous silty clays and thin bedded platy siliceous shale (Dibblee, 1991).
Estimated Depth to Groundwater/ Estimated Direction of Gradient:	According to a 2009 Quarterly groundwater monitoring report conducted by PW Environmental at 1016 N. Alvarado Street, depth to groundwater was listed as approximately 23-28 feet below top of casing, btc.
NOTE: Site-specific groundwater flow direction and depth can only be determined by conducting site-specific testing, which Stantec has not conducted.	

4.1.1 Property Topography and Surface Water Flow

The Property is at an elevation of approximately 438 feet above mean sea level (msl). The regional topographic gradient is complex with rolling hills due to the Elysian Fault Zone located 1/4 mile to the northeast (USGS, 2012), and the Hollywood Fault located 2.5 miles to the north. The Hollywood Fault system is approximately 1.5 miles west and is responsible for the mountainous terrain through the Hollywood Hills and surrounding regions.

The Property is located on the southwestern portion of a hill where local surface waterflow continues this direction to the southwest (EDR, 2019) and infiltrates the ground surface or flows overland into concrete drainages located along the sidewalks on Sunset Boulevard.

4.1.2 Regional and Property Geology

The Property is located in Los Angeles County, in the city of Los Angeles, California. The area is located within the Peninsular Ranges Geomorphic Province, which includes northwest-southeast trending mountain ranges and valleys that have been developed by the San Andreas Fault system (California Geological Survey [CGS], 2002). The stratigraphy underlying the Site consists primarily of recent-age alluvium (CDMG, 1962).

The closest mapped recently active faults are the Elysian Valley Fault Zone located 1/4 mile to the northwest and the Hollywood Fault located approximately 2.5 miles north of the Property (ZIMA, 2019). However, according to official maps of California, the Property is not located with an Alquist-Priolo (AP) Earthquake Fault Zone boundary. The California Department of Conservation states that the Property has a potential for permanent ground displacement due to historical occurrence of liquefaction.

The vicinity of the Property is underlain by the Monterey Formation and consists of gray and tan shales and sandstones. It includes interbeds of micaceous silty clays and thin bedded platy siliceous shale (Dibblee, 1991).

4.1.3 Regional and Property Hydrogeology

The Property is located within the Hollywood Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. The basin is located in southern Los Angeles County and includes cities as far south as Signal Hill. The basin is bounded by Orange County boundary line to the southeast, Whittier Hills to the northeast, and the Newport-Inglewood-Rose Canyon fault zone to the west. The water-bearing materials of this basin are dominated by unconsolidated to semi-consolidated alluvium of Quaternary age.

According to a 2009 Quarterly groundwater monitoring report conducted by PW Environmental at 1016 N. Alvarado Street, depth to groundwater was listed as approximately 23-28 feet below top of casing, btc.

4.2 FEDERAL, STATE AND TRIBAL ENVIRONMENTAL RECORDS

A regulatory agency database search report was obtained from Environmental Data Resources, a third-party environmental database search firm. A complete copy of the database search report, including the date the report was prepared, the date the information was last updated, and the definition of databases searched, is provided in Appendix D.

Stantec evaluated the information listed within the database relative to potential impact to the Property, assessing the potential for impacts based in part on the physical setting. As part of this process, inferences have been made regarding the likely groundwater flow direction at or near the Property. As described in 4.1.3, the inferred shallow groundwater flow direction is likely to be in the southwest direction. Observations about the Property and surrounding properties made during the Property reconnaissance are provided in more detail in Section 5.

4.2.1 Listings for Property

The Property was not identified in the environmental database report.

4.2.2 Listings for Nearby Sites with Potential to Impact Property

Stantec assessed data presented in the environmental agency database search report to evaluate the potential for conditions on adjacent and nearby sites to pose a REC, CREC, or HREC for the Property. The evaluation included an opinion of the potential for contamination by hazardous substances or petroleum products to migrate to the Property from a nearby property, including by vapor migration or encroachment (i.e., potential for a vapor encroachment condition [VEC].

Based on this evaluation, the following individual facilities were identified as the most likely potential sources of impact to the Property. The basis for why each of the following listed databases creates a REC for the property is also provided.

Listed Facility Name/Address	Database Listing	Distance/Direction from Property	REC? (YES / NO)
Echo Cleaners 2210 W Sunset Blvd	EDR HIST CLEANER	Approximately 70 feet southwest	No
This facility is listed as historical laundry/dry cleaners from circa 2004 through 2007. EDR reports no indication of a release. Given the facility is not adjoining, at a lower elevation than the subject Property and because there are no incidences of a release, this facility is considered unlikely to represent an environmental concern to the Property.			
7-Eleven Inc. Store #33028 2200 W Sunset Blvd	HAZMAT, CERS	Approximately 72 feet south/southwest	No
This facility is listed as a Chemical Storage Facilities through the Los Angeles Fire Department. Given the facility is not adjoining and because there is no indication of a release, this facility is considered unlikely to represent an environmental concern to the Property.			
Shore L N 2209 S Sunset Blvd	EDR HIST CLEANER	Approximately 84 feet south/southeast	No
The facility was listed as a laundromat circa 1920s. Given the facility is not adjoining, no longer in business and no history of a release, this facility is considered unlikely to represent an environmental concern to the Property.			

The remaining listings in the database search report provided in Appendix D do not constitute a potential REC for the Property.

4.3 LOCAL/REGIONAL ENVIRONMENTAL RECORDS

Stantec checked the following sources to obtain information pertaining to Property use and/or indications of RECs in connection with the Property:

4.3.1 Division of Oil, Gas, and Geothermal Resources, Division 1

Agency Name Contact Information	Finding
Division of Oil, Gas, and Geothermal Resources, Division 1, Department of Conservation 5816 Corporate Avenue, Suite 200 Cypress, CA 90630 Online database: http://www.conservation.ca.gov/ dog/Pages/WellFinder.aspx	Stantec searched for oil wells on the Division of Oil, Gas, and Geothermal Resources (DOGGR) online database. The Property is located in the Salt Lake Oil Field. There are no oil wells on the Property. The closest mapped oil well is located 1/4-mile northwest and is currently listed as a plugged well. The oil well is labeled as API: 0403705178 and is operated by Atlantic Richfield Company.

4.3.2 Los Angeles Department of Public Health

Agency Name Contact Information	Finding
Los Angeles County Department of Public Health 5555 Ferguson Drive, Suite 120-04 Commerce, CA 90022 (323) 914-7806 phicor@ph.lacounty.gov November 20, 2019	Stantec submitted a request to the Los Angeles County Public Department of Public Health on November 20, 2019. As of the writing of this report, no response has been received by Stantec. Should any information be received that changes the conclusions or recommendations of this report, Stantec will issue an addendum. However, based on its review of other sources, Stantec considers it unlikely that any records from this agency would alter the conclusions or recommendations of this report. The lack of this information does not represent a significant data gap.

4.3.3 Los Angeles City Fire Department

Agency Name Contact Information	Finding
Los Angeles City Fire Department 200 N. Main Street, 17th Floor Los Angeles, CA 90012 https://www.lafd.org/fire-prevention/cupa/public-records November 19, 2019	Stantec submitted a request to the Los Angeles County Public Department of Public Health on November 21, 2019. In November of 2000, an individual came in contact with discharged liquid located in the front of the building and suffered burning sensations. LACFD documents show an investigation conducted by HHMD due to the complaint. During the investigation, HHMD listed potential hazardous chemicals

Agency Name Contact Information	Finding
	stored within 2235 W. Sunset Boulevard. Chemicals such as paint stripping agents, and oil and water-based paints were noted. Comments about the investigation showed no apparent evidence of a chemical spill in or outside of the shop. HHMD also observed twenty 1-gallon metal containers with various finishing products including lacquer thinner, paint thinner, paint remover stripper, linseed oil and stain. Per an interview conducted with a Property Owner associate, Adam Kanizo, a fire occurred within one of the units off of Sunset Boulevard between 2008 and 2009. During the site reconnaissance, visible evidence of a past structure fire were observed as seen in photo #30 of the Photo Log provided in Appendix A. The fire damage is not considered an environmental concern to the Property.

4.3.4 Department of Toxic Substances Control (DTSC)

Agency Name Contact Information	Finding
Department of Toxic Substances Control (DTSC) 5796 Corporate Ave, Cypress, CA 90630 (714) 484-5300 November 11, 2019	No records exist for the Property address on the DTSC record request inventory lists for underground storage tank, above ground petroleum storage tank, and hazardous materials facilities. Additionally, no records were available for the Property address on the DTSC Envirostor website

4.3.5 City of Los Angeles Department of Building and Safety

Agency Name Contact Information	Finding
City of Los Angeles Los Angeles Department of Building and Safety http://www.ladbs.org/services/check-status/online-building-records	Stantec performed a building records search within the City of Los Angeles through the LABS online database. Records indicated building permits for the address at 2223 W. Sunset in 2008. Grading records were provided for a driveway construction at 1121 Mohawk Street as well as new building permits in 1982. Listed records are provided in Appendix F. Additionally, the Property is not located within the “Methane Zones” identified by the City of Los Angeles Department of Building and Safety.

4.4 HISTORICAL RECORDS REVIEW

4.4.1 Land Title Records/Deeds

Although a specific search for environmental liens and activity and use limitations was not included in the scope of work for this Phase I ESA, based on information obtained from the User and EDR, no evidence of environmental liens against the Property was found. In addition, no evidence of institutional controls, land use restrictions and/or engineering control requirements applicable to the Property was reported in the information obtained from EDR.

4.4.2 Aerial Photographs

Stantec reviewed historical aerial photographs provided by EDR. The general type of activity on a property and land use changes can often be discerned from the type and layout of structures visible in the photographs. However, specific elements of a facility's operation usually cannot be discerned from aerial photographs alone. The following table summarizes Stantec's observations of the reviewed historical aerial photographs.

Year	Observations, Property and Adjoining Properties
1923, 1928 1938, 1948	The Property and surrounding areas appear fully developed. Multiple structures are observed within the subject Property boundary lines. A main street is observed directly south of the Property. A reservoir is seen in the southeast corner of the aerial photo.
1952	A major highway is observed in the southern portion of the aerial photo trending east/west.
1964, 1970 1977, 1983 1989, 1994 2002, 2005 2009, 2012 2016	The aerials depict a fully developed region with minimal changes throughout the years. The subject Property is observed to have approximately 4-6 structures within the Property boundaries. Resolution and large foliage on the Property restrict visibility via the aerial photographs.

Name of aerial photograph source: EDR, 2019.

4.4.3 City Directories

Stantec retained a third party to research available reverse city directories for the Property, in approximately five-year intervals. The complete city directory abstract is provided in Appendix E. The following is a summary of Stantec's review of the city directory listings as provided by EDR:

Subject Property Address	Year	Listed Occupants
1121 Mohawk Street	1951	Mohawk Sormano Lulu Frances R
	1976	Lawlor John H
	2000	CHENG Jonathan

Records Review
December 2, 2019

Subject Property Address	Year	Listed Occupants
	2006	CHENG Jonathan
2216 West Elsinore St	1951	Elsinore Nungester Harry r
	1958	Murray Eunice
	2000	MORSE Frances
	2006	MORSE Frances
2218 West Elsinore St	1951	Elsinore Kay Harriet M r
	1958	Di Mambro Desidria
	1976	Davis Doreen
	2006	No current listing
2221 W Sunset Boulevard	-	No current listing
2223 W Sunset Boulevard	1967	Tierney Margaret
	1971	Shemansky Alexander L
	1976	Shemansky Alexander
	1990	SALMONES FRENANDO
2225 W Sunset Boulevard	1976	Hari Antiques & Miscellaneous
	1981	BLUE REEFS
	1986	BLUE REEFS
	1990	BLUE REEFS
2227 W Sunset Boulevard	1951	Sunset Abbott Glass Co W Sunset Bl Pepito Virginia Mrs
	1967	Brunos New & Used Furn
	1971	Minnette Antiques Etectera
	1976	Minnettes Antiques Etectera Robles Paul
	1981	MINNETTE S ANTIQUES ETCETERA
	1986	SUNSET BEAUTY SALON
	1990	SUNSET BEAUTY SALON
	2000	XXXX
	2010	FELIX FURNITURE
2227 ½ W Sunset Boulevard	1986	HERNANDEZ RUDOLFO
2229 W Sunset Boulevard	1958	Delgado Gustavo
	1962	Perez Amalia
	1971	Watt Clifford G
	1976	Richards Brian Wm

Subject Property Address	Year	Listed Occupants
	1986	BOTANICA EL INDIO
	1990	BOTANICA EL INDIO
	2006	BOTANICA EL INDIO
	2010	BOTANICA EL INDIO
2229 ½ W Sunset Boulevard	1981	HEANEY MARSHALL
2231 W Sunset Boulevard	1967	Save David
	1971	Frans Antiques & Bric A Bracs
	1976	Frans Antiques & Bric A Bracs
	1981	FRAN S ANTIQUES & BRIC A BRACS
	1986	FRAN S ANTIQUES & BRIC A BRACS
	1990	FRAN S ANTIQUES & BRIC A BRACS
	2000	MORSE Frances
	2006	No current listings
2231 ½ W Sunset Boulevard	1981	LEBOEUF ELAINE
2233 W Sunset Boulevard	1990	DUARTE S PRODUCE MKT
	2006	MARKETDELMY
	2010	TIENDA DELMY
2235 W Sunset Boulevard	1986	FERNANDO S FLOWER SHOP
	2000	R & R ANTIQUES
	2006	ANTI MARKET
	1951	Sunset Albistegui Jose C r Sunset Morse Tilie Mrs r

Name of city directories and source: EDR, 2019

4.4.4 Historical Fire Insurance Maps

Fire insurance maps were developed for use by insurance companies to depict facilities, properties, and their uses for many locations throughout the United States. These maps provide information on the history of prior land use and are useful in assessing whether there may be potential environmental contamination on or near the Property. These maps, which have been periodically updated since the late 19th century, often provide valuable insight into historical Property uses.

Stantec contracted EDR to search for copies of historical fire insurance maps covering the subject and immediately adjacent properties. The Sanborn® Map Search Report is presented in Appendix E.

Year	Occupant of Property/Adjoining Properties; Indications of Hazardous Substance or Petroleum Usage
1906	The subject Property spans the area of six parcels and include five dwellings and 4 smaller unnamed structures. Two of the parcels remain undeveloped and no details are provided within their respective parcels.
1919	The Property is unmapped
1950, 1953 1957, 1960	Additional dwellings are observed in the northern most parcel of the subject Property with an apartment building located south of the main dwelling. Retail shops appear along Sunset Boulevard. The building details are illegible at the resolution provided. No changes are observed between 1950 to 1970.

Name of maps and source: EDR, 2019

4.4.5 Historical Topographic Maps

Stantec reviewed historical USGS 7.5-minute Topographic Maps of the Hollywood and Beverly Hills, California Quadrangles (scale 1:24,000) to help identify past Property usage and areas of potential environmental concern.

No RECs were noted during our review of the topographic maps. Copies of the historical maps are provided in Appendix E. The following table summarizes the maps reviewed and our observations.

Year	Observations, Property and Adjoining Properties
1894, 1896 1898, 1900 1902	Complex topography is observed in the general area due to the local fault zones in the area. Small lakes including “West Lake” are observed to the south and southwest. A stream is seen from the north and connects to a small pond to the southeast of the Property. Few developments are observed to the southeast of the Property.
1920, 1921	The area appears mostly developed including the subject Property and three bodies of water are now clearly distinguished; Silver Lake to the north, Echo Park Lake to the southeast and West Lake to the southwest.
1953, 1966 1972, 1981 1991, 1994 2012	The area is now fully developed including a baseball stadium to the east and major streets that are fully developed and named.

Name of maps and source: EDR, 2019

4.4.6 Other Historical Sources

No other historical sources were researched.

4.4.7 Summary of Historical Sources

Based on review of historical documents including aerial photographs and topographic maps, historical agricultural use was not identified at the Property.

5.0 SITE RECONNAISSANCE

A visit to the Property and its vicinity was conducted by Ms. Debbie Hernandez, Geologic Staff on March 4, 2019. Access to the Property was provided by Mr. Greg Goldman, Senior Vice President for Cypress Equity Investments. Stantec was accompanied by Mr. Goldman during the Property visit. Figure 2 provides information about the Property and adjoining properties and the location of potential areas of environmental concern. Detailed Property features are provided on Figure 2. Photographs collected during the Property visit are included in Appendix A.

5.1 SITE RECONNAISSANCE METHODOLOGY

The site reconnaissance focused on observation of current conditions and observable indications of past uses and conditions of the Property that may indicate the presence of RECs. The reconnaissance of the Property was conducted on foot and Stantec utilized the following methodology to observe the Property:

- Traverse the outer Property boundary.
- Traverse transects across the Property.
- Traverse the periphery of all structures on the Property.
- Visually observe accessible interior areas expected to be used by occupants or the public, maintenance and repair areas, utility areas, and a representative sample of occupied spaces.

Weather conditions during the visit to the Property were clear and sunny. There were no weather-related Property access restrictions encountered during the reconnaissance visit.

5.2 GENERAL DESCRIPTION

Property and Area Description:	The Property is comprised of two parcels of land constrained by Sunset Boulevard to the south, Elsinore Street to the north, Mohawk Street to the east and residential units to the west.
Property Operations.	The two parcels consist of multiple residential units accessible through E. Elsinore Street and Mohawk Street, and commercial units accessible through Sunset Boulevard. A vacant lot and several half units are located in the center of the subject Property, providing access between all units.
Structures, Roads, Other Improvements:	Residential structures were constructed circa prior to 1923. A staircase accessible through Sunset Boulevard leads to the half units (2227 ½, ¼, ¾ and 2229 ½).
Property Size (acres):	1.15 acres
Estimated % of Property Covered by Buildings and/or Pavement:	Approximately 70%

Observed Current Property Use/Operations:	General retail and residential use.
Observed Evidence of Past Property Use(s):	General retail and residential use.
Sewage Disposal Method (and age):	Municipal
Potable Water Source:	LADWP
Electric Utility:	Southern California Edison

5.3 HAZARDOUS SUBSTANCES AND PETROLEUM PRODUCTS

The following table summarizes Stantec's observations during the Property reconnaissance.

Observations	Description/Location
Hazardous Substances and Petroleum Products as Defined by CERCLA 42 U.S.C. § 9601(14):	None.
Drums (≥ 5 gallons):	None.
Strong, Pungent, or Noxious Odors:	None.
Pools of Liquid:	None.
Unidentified Substance Containers:	A small container (<1 gallon) of unidentified substances was observed to the south of 2218 W. Elsinore Avenue. No staining was observed beneath the container.
PCB-Containing Equipment:	None observed.
Other Observed Evidence of Hazardous Substances or Petroleum Products:	None observed.

5.4 INTERIOR OBSERVATIONS

Stantec made the following observations during the Property reconnaissance of the building interiors at the Property and/or identified the following information during the interview or records review portions of the assessment:

Observations	Description
Heating/Cooling Method:	None observed.
Surface Stains or Corrosion:	A 2009 fire caused corrosion to the interior of the 2235 W. Sunset Boulevard unit.
Floor Drains and Sumps:	Plumbing was observed including hand washing stations and a janitor sink.
Other Interior Observations:	Cracked paint was observed throughout the units accessible

Observations	Description
	through Sunset Boulevard. Interior observations were not made at the 2227 and 2229 half units as they were boarded up and inaccessible.

5.5 EXTERIOR OBSERVATIONS

Stantec made the following observations during the site reconnaissance of exterior areas of the Property and/or identified the following information during the interview or records review portions of the assessment:

Observations	Description
On-site Pits, Ponds, or Lagoons:	None observed.
Stained Soil or Pavement:	None observed.
Stressed Vegetation:	None observed.
Waste Streams and Waste Collection Areas:	None observed.
Solid Waste Disposal:	City trash receptacles were observed within the Sunset units and Mohawk Units.
Potential Areas of Fill Placement:	No mounds, piles, or depressions suggesting the placement of fill material were observed on the Property.
Wastewater:	No exterior wastewater discharge was observed.
Stormwater:	A storm water drainage was observed above the Sunset shops south of the 2227 building.
Wells:	No wells were observed.
Septic Systems:	No visible evidence of the existence of a septic system was observed.
Other Exterior Observations:	Electrical panels and gas meters were observed outside of the residential units. Electrical panels were observed within the Sunset units.

5.6 UNDERGROUND STORAGE TANKS/STRUCTURES

Existing USTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface patches), which would indicate the presence of USTs, was discovered during the site reconnaissance.
Former USTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface patches), reports, or other evidence of the former presence of USTs was discovered during this Phase I ESA.
Other Underground Structures:	A PVC pipe was observed south of the Mohawk unit.

5.7 ABOVEGROUND STORAGE TANKS

Existing ASTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface stains), which would indicate the presence of ASTs, was discovered during the site reconnaissance.
Former ASTs:	No visible evidence (fill pipes, vent pipes, dispensers, surface stains), reports, or other evidence of the former presence of ASTs was discovered during this Phase I ESA.

5.8 ADJOINING PROPERTIES

5.8.1 Current Uses of Adjoining Properties

As viewed from the Property and/or from public rights-of-way, Stantec made the following observations about use and activities on adjoining properties:

NORTH	Residential homes.
EAST	Residential homes and mixed commercial units.
SOUTH	Mixed commercial units including a 7-Eleven, multiple restaurants, and a nail salon.
WEST	Residential homes.

5.8.2 Observed Evidence of Past Uses of Adjoining Properties

Observations of adjoining properties providing indications of past use and activities, if any, are described below.

NORTH	None observed.
EAST	None observed.
SOUTH	None observed.
WEST	None observed.

5.8.3 Pits, Ponds or Lagoons on Adjoining Properties

As viewed from the Property and/or from public rights-of-way, Stantec made the following observations about the presence of pits, ponds and lagoons on adjoining properties:

NORTH	None observed.
EAST	None observed.
SOUTH	None observed.
WEST	None observed.

5.9 OBSERVED PHYSICAL SETTING

Topography of the Property and Surrounding Area:	The Property is at an elevation of 438 feet above mean sea level (msl). The regional topographic gradient is complex with rolling hills due to the Elysian Fault Zone located 1/4 mile to the northeast (USGS, 2012).

6.0 INTERVIEWS

Stantec conducted interviews with the following individuals:

Name and contact information	Relationship to Property	Key findings:
Adam Kanizo	Property Owner Associate	A fire erupted in 2008-2009, partially burning down the 2235 Sunset Boulevard address.

7.0 EVALUATION

This section provides a summary overview of or Findings, Opinions, and Conclusions.

7.1 FINDINGS AND OPINIONS

Information gathered from interviews, reviews of existing data, and a property inspection was evaluated to determine if RECs are present in connection with the Property. Based on this information, Stantec made the following findings and developed the following opinions.

- An environmental records search was performed and identified sites within their respective ASTM E 1527-13 search radii of the Property that may represent RECs, HRECs, or de minimis conditions.

  Based on one or more of the following reasons: distance from the Property, position of sites with respect to assumed groundwater flow direction, the native soils, and regulatory status, none of the sites identified in the in the environmental records search report are expected to affect soil or groundwater quality at the Property. The environmental records search identified no RECs, HRECs or de minimis conditions at or near the Property.

- Given the age of the existing buildings on the Property (circa 1920s), the presence of lead-based paint (LBP) and asbestos containing materials (ACMs) is possible.

  Stantec recommends conducting a comprehensive, pre-demolition LBP and ACM survey in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act (AHERA) prior to any activities with the potential to disturb building materials to determine whether LBP and ACMs are present. Further, in the event ACM is detected, Stantec recommends proper removal and disposal of the materials identified prior to any activities with the potential to disturb them.

7.2 DATA GAPS

The federal AAI final rule [40 CFR 312.10(a)] and ASTM E1527-13 identify a “data gap” as the lack or inability to obtain information required by the standards and practices of the rule despite good faith efforts by the Environmental Professional or the User.

Any data gaps resulting from the Phase I ESA described in this report are listed and discussed below.

Gap	Discussion
Deletions or Exceptions from Scope of Work Referenced in Section 1.4:	None
Weather-Related Restrictions to Site Reconnaissance:	None
Facility Access Restrictions to Site Reconnaissance:	None
Other Site Reconnaissance	None

Gap	Discussion
Restrictions:	
Data Gaps from Environmental Records Review:	None
Data Gaps from Historical Records Review:	None
Data Gaps from Interviews:	None
Other Data Gaps:	None

7.3 CONCLUSIONS

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 2221-2235 W. Sunset Blvd, 2216-2218 W. Elsinore St. and 1121 Mohawk St., Los Angeles, California 90026, the Property. Any exceptions to, or deletions from, this practice are described in Section 8.2 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the Property.

The following non-ASTM condition has been identified:

- Given the age of the existing buildings on the Property (circa 1920s), the presence of lead-based paint (LBP) and asbestos containing materials (ACMs) is possible. Stantec recommends conducting a comprehensive, pre-demolition LBP and ACM survey in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act (AHERA) prior to any activities with the potential to disturb building materials to determine whether LBP and ACMs are present. Further, in the event ACM is detected, Stantec recommends proper removal and disposal of the materials identified prior to any activities with the potential to disturb them.

8.0 NON-SCOPE CONSIDERATIONS

The following ASTM E1527-13 non-scope services were performed as part of this Phase I ESA:

8.1 LEAD-BASED PAINT

Concern for lead-based paint (LBP) is primarily related to residential structures. The EPA's Final Rule on Disclosure of Lead-Based Paint in Housing (40 CFR Part 745) defines LBP as paint or other surface coatings that contain lead equal to or in excess of 1.0 milligram per square centimeter or 0.5 percent by weight.

The risk of lead toxicity in LBP varies based upon the condition of the paint and the year of its application. The U.S. Department of Housing and Urban Development (HUD) has identified the following risk factors:

- The age of the dwelling as follows: maximum risk is from paint applied before 1950.
- There is severe risk from paint applied before 1960.
- There is moderate risk from deteriorated paint applied before 1970.
- There is slight risk from the paint that is intact but applied before 1977.
- The condition of the painted surfaces.
- The presence of children and certain types of households in the building.
- Previously reported cases of lead poisoning in the building or area.

Construction Date	Residential (Yes/No)	Observed Condition of Painted Surfaces
Circa 1920s	Yes	Given the age of the buildings (circa 1920s) the presence of LBP is possible.

8.2 ASBESTOS

Asbestos can be found in many applications, including sprayed-on or blanket-type insulation, pipe wraps, mastics, floor and ceiling tiles, wallboard, mortar, roofing materials, and a variety of other materials commonly used in construction. The greatest asbestos-related human health risks are associated with friable asbestos, which is ACM that can be reduced to powder by hand pressure. Friable asbestos can become airborne and inhaled, which has been associated with specific types of respiratory disease. The manufacturing and use of asbestos in most building products was curtailed during the late 1970s.

Stantec makes no warranty as to the possible existence or absence of inaccessible materials or to their evaluation with respect to asbestos content. Samples of suspect ACM should be collected for laboratory analysis of asbestos prior to any renovation or building demolition to be compliant with, EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations.

Given the age of the existing buildings on the Property (circa 1920s), the presence of ACM is considered possible. Stantec recommends conducting a comprehensive, pre-demolition ACM survey in accordance with the sampling protocol of the Asbestos Hazard Emergency Response Act (AHERA) prior to any

activities with the potential to disturb building materials to determine whether ACM are present. Further, in the event ACM is detected, Stantec recommends proper removal and disposal of the materials identified prior to any activities with the potential to disturb them.

8.3 RADON

Radon is a colorless, tasteless radioactive gas with an EPA-specified action level of 4.0 PicoCuries per liter of air (pCi/L) for residential properties. Radon gas has a very short half-life of 3.8 days. The health risk potential of radon is primarily associated with its rate of accumulation within confined areas near or in the ground, such as basements, where vapors can readily transfer to indoor air from the ground through foundation cracks or other pathways. Large, adequately ventilated rooms generally present limited risk for radon exposure. The radon concentrations in buildings and homes depend on many factors, including soil types, temperature, barometric pressure, and building construction (EPA, 1993).

Stantec reviewed regional data published by the EPA on average indoor radon concentrations in the vicinity of the Property (http://www.epa.gov/radon/zonemap.html).

EPA Radon Zones (w/Average Measured Indoor Radon concentrations)		
Zone 1 – High (>4.0 pCi/L)	Zone 2 – Moderate (2 to 4 pCi/L)	Zone 3 – Low (<2 pCi/L)
Normally occupied sub grade areas present? (i.e., basement apartments, offices, stores, etc.)		

The Property is located in Zone 2 and is considered to have medium potential for radon. To determine Property-specific radon levels, a radon survey would have to be conducted. However, because the Property has no occupied subgrade areas, further investigation of indoor radon issues is not warranted.

8.4 FLOOD ZONES

According to the Physical Setting summary portion of the EDR report, the Property is not located within a 500-year or 100-year flood plain. Stantec also searched the FEMA flood plain map service at www.msc.fema.gov and could not find active links to maps showing the flood plain designations in Los Angeles County. The nearest Surface Water is Franklin Canyon River Creek (paved), located approximately 3 miles northwest of the Property.

9.0 REFERENCES

American Society for Testing and Materials, 2015, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions, Designation E 2600-15.

American Society for Testing and Materials, 2013, Standard Practice for Environmental Site Assessments: Phase 1 Environmental Site Assessment Process, Designation: E 1527-13.

California Department of Toxic Substances Control, 2019, EnviroStor

California State Department of Water Resources Control Board, 2019, GeoTracker

California Geological Survey Earthquake Fault Zones and Seismic Hazard Zones, Hollywood 7.5 Minute Quadrangle

California State University Northridge, Geomorphic Regions of California, https://www.csun.edu/science/sierras/geomorphic-regions/index.html

City of Los Angeles Department of Building, 2019, Zone Information and Mapping System (ZIMAS)

Dibblee, T.W., and Ehrenspeck, H.E., ed., 1991, Geologic map of the Hollywood and Burbank (south 1/2) quadrangles, Los Angeles, California: Dibblee Geological Foundation, Dibblee Foundation Map DF-30, scale 1:24,000

Environmental Data Resources, Inc. (EDR), EDR Radius Map, Inquiry Number 5867970.2s, dated November 19, 2019.

_____, EDR Radius Map with Geocheck, Inquiry Number 5867970.2s, dated November 19, 2019.

_____, Certified Sanborn Map Report, Inquiry Number 5867970.3, dated November 19, 2019.

_____, Historical Topographic Map Report, Inquiry Number 5867970.4, dated November 19, 2019.

_____, Aerial Photo Decade Package, Inquiry Number 5867970.8, dated November 19, 2019.

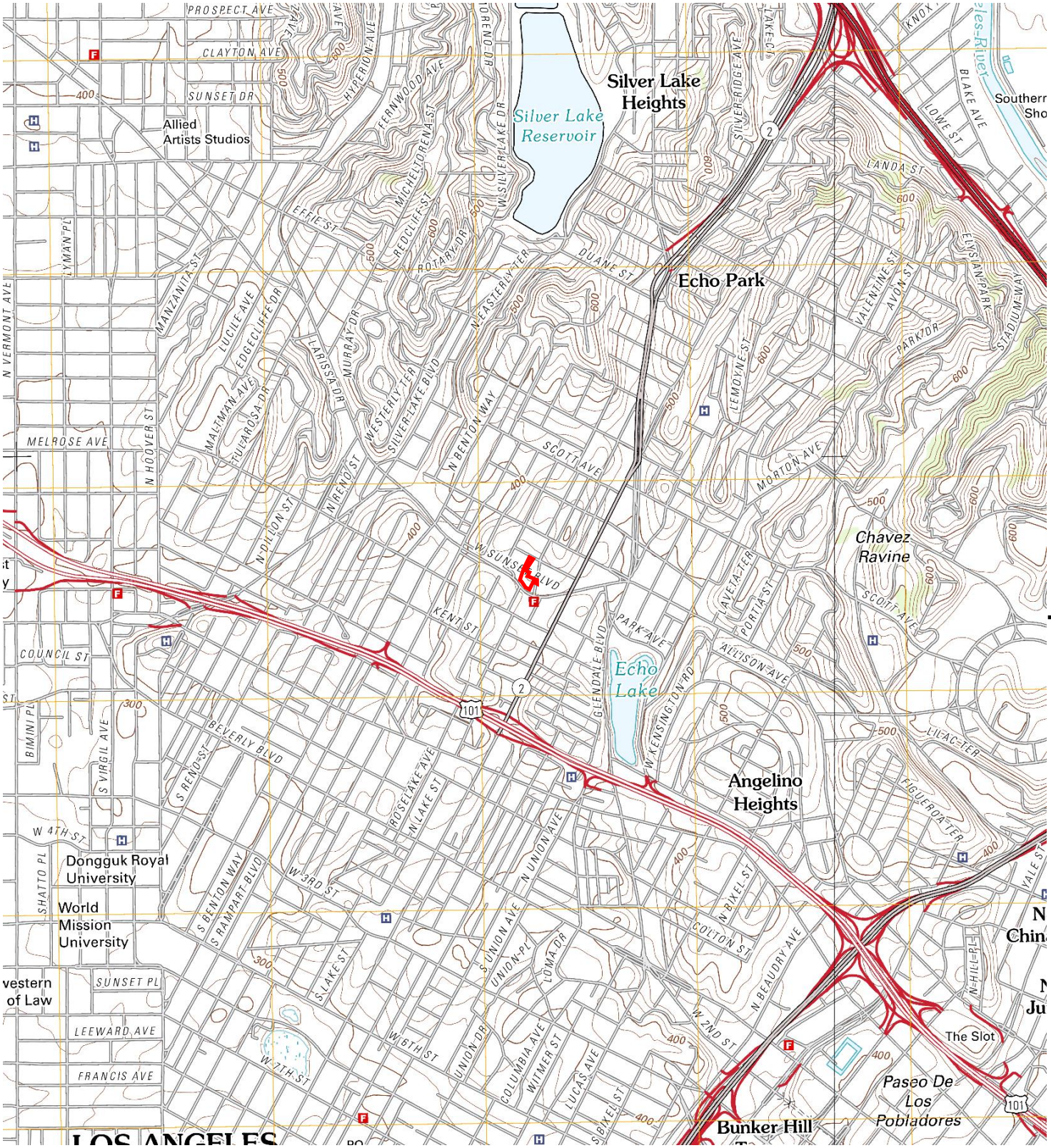
_____, City Directory Abstract, Inquiry Number 5867970.5 dated November 19, 2019.

PW Environmental, Quarterly Monitoring Report (Quarter Ending December 31, 200), 1016 North Alvarado Street, Los Angeles, LARWQCB #900260161, SWRCB Global ID#T0603700719

United States Environmental Protection Agency (EPA), 2019, EPA Radon Zones https://www.epa.gov/radon/find-information-about-local-radon-zones-and-state-contact-information

United States Federal Emergency Management Agency (FEMA), 2019, FEMA Floodzone Map Service

FIGURES



Hollywood Quadrangle

11/20/2019
185804643

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APPROXIMATE SCALE (MILES)

Client/Project
Cypress Equity
2225 Sunset Property
Los Angeles, CA 90026

Figure No.
1

Title
SITE LOCATION MAP

Legend

- Approximate Property Boundary
- Approximate Address Boundary
- # Photo Location and Direction

Stantec

FOR:			FIGURE:
Cypress Equity 2225 Sunset Property Los Angeles, CA 90026	PROPERTY DETAILS MAP		2
JOB NUMBER: 185804643	DRAWN BY: DH	CHECKED BY: AJ	APPROVED BY: AJ	DATE: 11/25/2019

Legend

- - — Approximate Property Boundary

Photo Location and Direction

Stantec

FOR:				FIGURE:
Cypress Equity 2225 Sunset Property Los Angeles, CA 90026		PHOTO LOCATIONS MAP		3
JOB NUMBER: 185804643	DRAWN BY: DH	CHECKED BY: AJ	APPROVED BY: AJ	DATE: 11/25/2019

APPENDICES

Appendix A Photographs of the Property and Vicinity

Stantec

Photographic Log

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

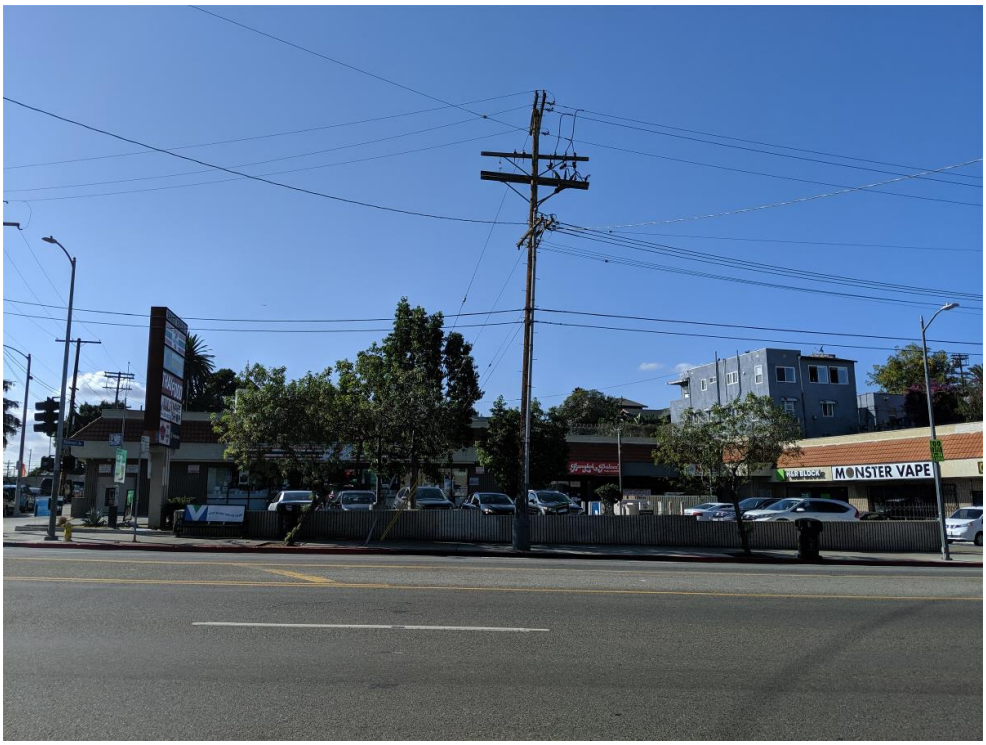
Photograph ID: 1

Photo Location:
Commercial properties located south of Sunset Boulevard

Direction:
Facing south

Survey Date:
11/21/2019

Comments:
Store fronts include:
7-Eleven, a nail salon, and several eateries



Photograph ID: 2

Photo Location:
View of the residential homes west of the Sunset Boulevard subject Properties

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 3

Photo Location:
Commercial properties located south of Sunset Boulevard

Direction:
Facing south

Survey Date:
11/21/2019

Comments:

Photograph ID: 4

Photo Location:
Commercial properties located east of the Sunset Boulevard subject Properties

Direction:
Facing northeast

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 5

Photo Location:
View from the southeast corner of the Property

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 2221 W. Sunset Boulevard

Photograph ID: 6

Photo Location:
View of the front of the Sunset Properties

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Addresses: 2227 and 2229 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 7

Photo Location:
View of the front of the Sunset Properties

Direction:
Facing northeast

Survey Date:
11/21/2019

Comments:
Addresses: 2231 and 2235 W. Sunset Boulevard

Photograph ID: 8

Photo Location:
View of the front of the Mohawk Property

Direction:
Facing west

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 9

Photo Location:
North walkway of the Mohawk Property with view of the outside gas meter

Direction:
Facing west

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Photograph ID: 10

Photo Location:
Underground piping visible along the south side of the Property

Direction:
Facing southeast

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 11

Photo Location:
Debris found throughout the backyard of the Mohawk Property

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Photograph ID: 12

Photo Location:
Debris found throughout the backyard of the Mohawk Property

Direction:
Facing southeast

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 13

Photo Location:
Entrance to the vacant lot connecting 1121 Mohawk Street and 2221 Sunset Boulevard

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Photograph ID: 14

Photo Location:
Electrical panel along the south side of the Mohawk Property

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 15

Photo Location:
View of the basement under the Mohawk Property

Direction:
Facing west

Survey Date:
11/21/2019

Comments:
Address: 1121 Mohawk Property

Photograph ID: 16

Photo Location:
Building to the north adjacent to the Mohawk Property

Direction:
Facing west

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 17

Photo Location:
Building to the south adjacent to the Mohawk Property

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:

Photograph ID: 18

Photo Location:
Building to the east across Mohawk St to the Mohawk Property

Direction:
Facing east

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 19

Photo Location:
Empty fuel containers found inside of a Sunset store front

Direction:
Facing northeast

Survey Date:
11/21/2019

Comments:
Address: 2223 W. Sunset Boulevard

Photograph ID: 20

Photo Location:
View of the electrical panel in the southwest corner of the unit

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:
Address: 2223 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 21

Photo Location:
Full view of the storage/work place

Direction:
Facing northeast

Survey Date:
11/21/2019

Comments:
Address: 2223 W. Sunset Boulevard

Photograph ID: 22

Photo Location:
View of the entrance way of 2227 Sunset

Direction:
Facing east

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 23

Photo Location:
View of the back storage area of 2227 Sunset

Direction:
Facing north

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Photograph ID: 24

Photo Location:
Sink unit in the northwestern corner of the units

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 25

Photo Location:
Full view of the unit

Direction:
Facing south

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Photograph ID: 26

Photo Location:
View of degraded paint within the unit

Direction:
Facing east

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 27

Photo Location:
Debris left over after a structure fire

Direction:

Survey Date:
11/21/2019

Comments:
Address: 2229 W. Sunset Boulevard

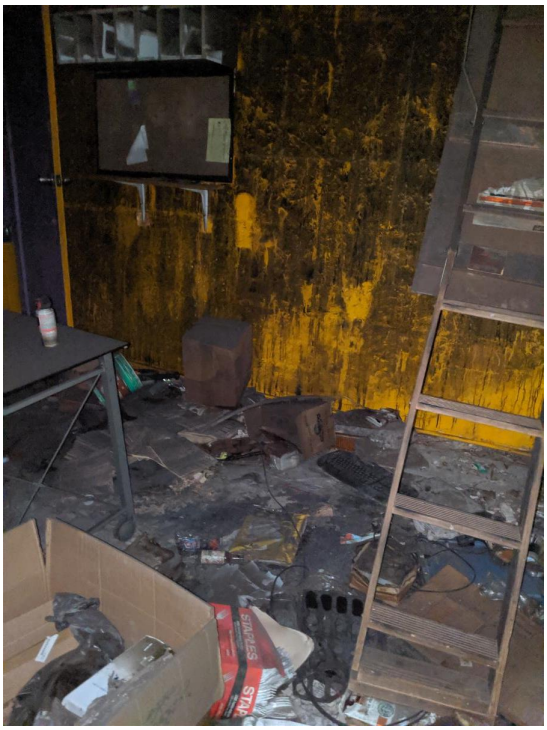
Photograph ID: 28

Photo Location:
Debris left over after a structure fire

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 2229 W. Sunset Boulevard



Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 29

Photo Location:
City trashcans located in the southeastern corner of the unit

Direction:
Facing southeast

Survey Date:
11/21/2019

Comments:
Address: 2235 W. Sunset Boulevard

Photograph ID: 30

Photo Location:
Debris left over after a structure fire

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 2235 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 31

Photo Location:
Debris left over after a structure fire

Direction:
Facing east

Survey Date:
11/21/2019

Comments:
Address: 2235 W. Sunset Boulevard

Photograph ID: 32

Photo Location:
Interior of the 2235 Sunset unit

Direction:
Facing north

Survey Date:
11/21/2019

Comments:
Address: 2235 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 33

Photo Location:
Toilet and sink in the northeastern corner of the Unit

Direction:
Facing northeast

Survey Date:
11/21/2019

Comments:
Address: 2235 W. Sunset Boulevard

Photograph ID: 34

Photo Location:
Sunset entrance to the 2227 and 2229 W. Sunset Addresses

Direction:

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 35

Photo Location:
Sunset entrance to the 2227 and 2229 W. Sunset Addresses

Direction:

Survey Date:
11/21/2019

Comments:

Photograph ID: 36

Photo Location:
Drainage found on the top of the stairs leading to the 2227 and 2229 Sunset addresses

Direction:

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

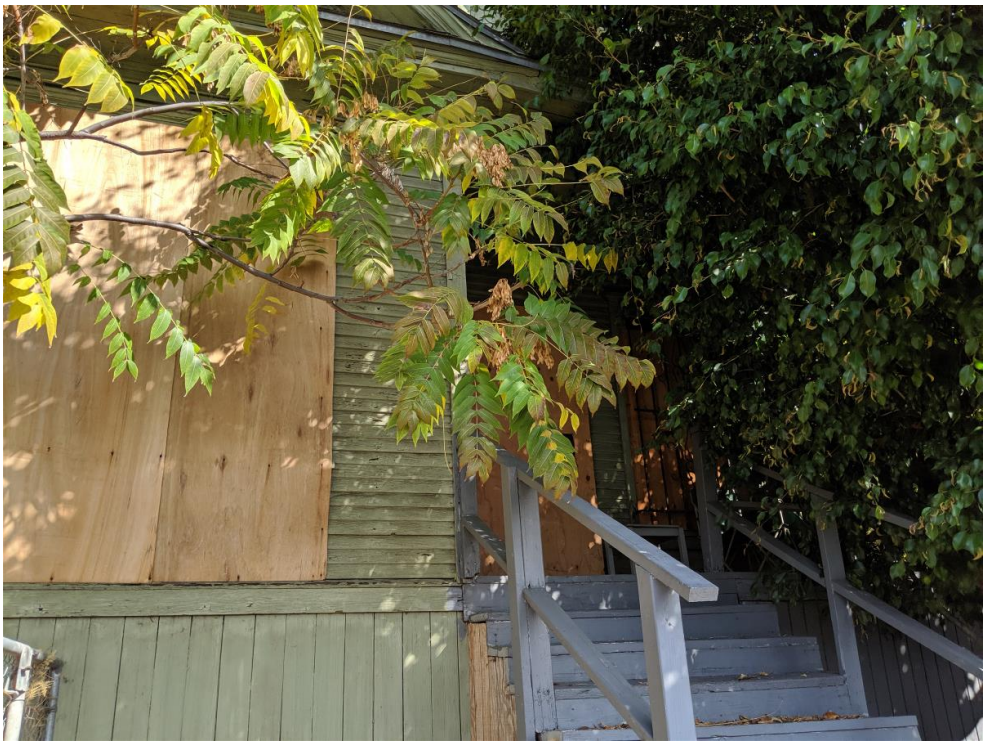
Photograph ID: 37

Photo Location:
View of the 2227 Sunset unit

Direction:
Facing North

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard



Photograph ID: 38

Photo Location:
View of the roof for the store fronts along Sunset

Direction:
Facing southeast

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 39

Photo Location:
Electrical boxes located along the east wall of the unit

Direction:
Facing west

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Photograph ID: 40

Photo Location:
Gas meters located along the northern wall of the unit

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 41

Photo Location:
Multi-level view of the unit

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:
Address: 2227 W. Sunset Boulevard

Photograph ID: 42

Photo Location:
View from the northeastern corner of the unit

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 2229 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 43

Photo Location:
View of the unit entrance

Direction:
Facing north

Survey Date:
11/21/2019

Comments:
Address: 2229 W. Sunset Boulevard

Photograph ID: 44

Photo Location:
Water line that runs north/south along the grassy area by the Elsinore units

Direction:

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 45

Photo Location:
View of the unit

Direction:
Facing southeast

Survey Date:
11/21/2019

Comments:
Address: 2216 W. Elsinore Street

Photograph ID: 46

Photo Location:
A gallon container of unknown liquid by the back entrance of the unit

Direction:

Survey Date:
11/21/2019

Comments:
Address: 2218 W. Elsinore Street

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 47

Photo Location:
View of the front entrance of the property

Direction:
Facing south

Survey Date:
11/21/2019

Comments:
Address: 2218 W. Elsinore Street

Photograph ID: 48

Photo Location:
Building to the west adjacent to the Elsinore Property

Direction:

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 49

Photo Location:
Building to the north across Elsinore St to the Elsinore Property

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:

Photograph ID: 50

Photo Location:
Building to the north across Elsinore St to the Elsinore Property

Direction:
Facing northeast

Survey Date:
11/21/2019

Comments:

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 51

Photo Location:
Building to the east adjacent to the Elsinore Property

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:

Photograph ID: 52

Photo Location:
View of the vacant lot from the northern portion of the Property

Direction:
Facing southwest

Survey Date:
11/21/2019

Comments:
Address: 2221 W. Sunset Boulevard

Client:	**Cypress Equities**	**Project:**	**Phase I ESA**
Site Name:	**2225 Sunset**	**Site Location:**	**Los Angeles, Ca**

Photograph ID: 53

Photo Location:
Empty shed found in the northeast corner of the vacant lot

Direction:
Facing northwest

Survey Date:
11/21/2019

Comments:
Address: 2221 W. Sunset Boulevard

Appendix B STANTEC RESUMES

Deborah J Hernandez

Geologic Staff

Debbie is a staff geologist hired in September of 2018 at the San Bernardino Office. Through her education at Cal Poly Pomona, Debbie has extensive research and writing experience while conducting thesis work. Field experience ranges from field mapping, rock and soil classification to vast experience utilizing geophysical equipment. Since starting at Stantec, Debbie has applied her knowledge towards Phase I and II Environmental Assessment field work and report preparation. Debbie has also overseen soil vapor extraction projects Debbie completed a GIS certification program through the California University Fullerton and is experienced in ArcGIS 10, Adobe Suite, and the Microsoft Office Suite.

Debbie's environmental consulting experience includes performing Phase I Environmental Site Assessments in accordance with the practices identified in the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E 1527-13, and the collection, and interpretation of Phase II Environmental Assessment data.

EDUCATION

Bachelor of Science, Geological Sciences, California Polytechnica University, Pomona, Pomona, CA, 2015

CERTIFICATIONS & TRAINING

Geographic Information Systems, California State University, Fullerton, Fullerton, California, 2018

Lead Sampling Technician, National Association of Training and Environmental Consulting, Anaheim, California, 2019

8-Hour Supervisor Trainer Coarse Certification Hazwoper, OSHA, Simi Valley, California, 2018

Adult and Pediatric First Aid/CPR/AED, American Red Cross, San Bernardino, Ca, 2018

Asbestos Building Inspector Initial Course, National Association of Training and Environmental Consulting, Anaheim, California, 2018

PROJECT EXPERIENCE

Soil Vapor Intrusion Assessment/Mitigation Studies (including Methane)

Soil Vapor Intrusion Assessment, Various Locations, California

Debbie performed field oversight during the installation of multiple soil vapor monitoring wells. She assisted with health and safety oversight, classified the soils during drilling activities and assisted with the well installation and subsequent soil vapor sampling.

Groundwater Supply / Wells

Humboldt Energy, Water Supply Assessment

Debbie coauthored a water supply assessment report for a wind energy project located in Humboldt County, California. Through research of groundwater basins and geographic information system analysis, she finalized a report used to supplement the design and construction of over 60 wind turbines and ancillary facilities.

** denotes projects completed with other firms*

Deborah J Hernandez

Geologic Staff

Phase I & II Environmental Site Assessments

Environmental Site Assessment, San Bernardino, Ca

Debbie performed an onsite reconnaissance survey, historical records investigation, and formulated the report deliverable. The report provided a thorough review of the property history and defined present environmental concerns for the client.

Aerial Mapping

Mars Data Analyst, JPL*, Pasadena, Ca (Geology Intern)

Duties included mapping geologic safety hazards using HiRISE, CTX and THEMIS images on ArcGIS; analyzed rock classification and distributions to downselect eight landing sites to four. Characterized over 300 craters and their respective ejecta blankets for potential landing sites. Presented findings at the 2014 Geological Society of America Conference, Abstract #249384

** denotes projects completed with other firms*

Alicia R Jansen CAC, LRCIA

Environmental Scientist

Alicia is an Associate Scientist with over ten years of experience in Phase I and II Environmental Assessments, with strong emphasis in water quality and environmental research. She is experienced in California Environmental Quality Act (CEQA) compliance and the preparation of initial studies. Alicia has managed the preparation of environmental documents, training programs, and environmental compliance during large environmental monitoring projects. Alicia's environmental consulting experience includes performing asbestos and lead-based paint surveys, oversight of contractors during asbestos abatement, hazardous materials surveys, and Phase I Environmental Site Assessments in accordance with the practices identified in the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E 1527-13.

EDUCATION

BA, Environmental Studies, San Jose State University, San Jose, California, 2004

CERTIFICATIONS & TRAINING

Residential Measurement Provider, 108212, National Radon Proficiency Program, Anaheim, California, 2015

REGISTRATIONS

Certified Asbestos Consultant #CAC #15-5379, State of California Division of Occupational Safety and Health

Lead Related Construction Inspector Assessor #19526, California Department of Public Health

MEMBERSHIPS

Member, Groundwater Resources Association of California

PROJECT EXPERIENCE

Health, Safety & Industrial Hygiene

Confidential Health Care Company, Asbestos, Lead-Based Paint, and Hazardous Materials Survey, Northern California (Staff)

Alicia assisted with site inspections for asbestos, lead-based paint, and hazardous materials at multiple occupied hospitals and office spaces. The scope of work involved sample collection for asbestos and lead-based paint in addition to the quantification of universal wastes (PCBs, mercury containing equipment, refrigerants, etc.) that would require special handling and disposal. She assisted with the preparation of reports summarizing findings.

State of California General Services, Asbestos, Lead-Based Paint, and Hazardous Materials Survey, Northern California (Project Lead)

Alicia assisted with site inspections for asbestos, lead-based paint, and hazardous materials at multiple communication towers in remote areas. The scope of work involved sample collection for asbestos and lead-based paint in addition to the quantification of universal wastes (PCBs, mercury containing equipment, refrigerants, etc.) that would require special handling and disposal. She assisted with the preparation of reports summarizing findings.

** denotes projects completed with other firms*

Alicia R Jansen CAC, LRCST

Environmental Scientist

Indoor Air Quality Assessments*, San Jose, California (Staff)
Alicia performed site inspections, interviews, and collected air samples to be analyzed for various air pollutants and molds including formaldehyde, penicillium, aspergillus, cladosporium, and stachybotry. She prepared reports summarizing findings and made recommendations.

Veteran's Administration of Puget Sound, Asbestos and Lead-Based Paint Survey, Seattle, Washington (Project Scientist)
Alicia served as the Project Scientist responsible for hazardous building material assessments, specifically asbestos and lead-based paint. These services were required as part of the pre-design tasks for this project. Over 300 samples were collected over the span of four days culminating in a final hazardous building materials report to be incorporated into the facility design as well as demolition activities once the construction phase of the project commences.

Interim Remedial Action, Indoor Air Sampling, and Sub-Slab Soil Gas Sampling, Sunnyvale, California (Staff)
Alicia conducted an indoor air sampling survey using air sampling pumps, dosimeter badges, and flame ionization detector (FID) during a sump excavation. She performs semi-annual sub-slab soil vapor sampling and indoor air quality surveys using summa canisters. She assists with the preparation and submittal of reports summarizing the findings and provides recommendations to the RWQCB.

Lead Dust Assessment and Abatement Oversight, Fremont, California (Project Scientist)
Alicia assisted with the evaluation of lead dust in an industrial facility. A total of 307 dust wipe samples were collected in order to evaluate the potential presence of lead dust throughout the two-story, 500,000 square foot manufacturing building.

Former Tesoro Coke Facility, Asbestos, Lead-Based Paint Survey, Pittsburg, California (Project Scientist)
Alicia assisted with an asbestos and lead paint survey of 20 structures at the facility ultimately scheduled for demolition. More than 200 samples were collected over the span of two days. A report was prepared that will stand up to regulatory scrutiny for demolition while providing the information needed for worker safety during demolition activities at the facility

Permitting, Compliance, Auditing

Tesoro Refinery, Initial Study*, Benicia, California (Staff)
Alicia assisted with the background research and preparation of applicant-prepared initial study for the upgrade of a refinery.

Transmission Line Upgrade*, San Mateo to San Francisco, California (Staff)
Alicia supported the environmental compliance program for the construction of a 27-mile 230 kV underground and overhead transmission line. She assisted with the preparation and submittal of variance requests, extra work space requests, and daily and weekly reports for submittal to the California Public Utilities Commission. She also conducted research and assisted with training and report preparation.

** denotes projects completed with other firms*

Alicia R Jansen CAC, LRCST

Environmental Scientist

Remedial Investigations & Assessments

Multiple Confidential Clients, Phase I Environmental Site Assessments (ESA), Multiple Sites, California (Project Lead)

Alicia performs Phase I ESA in accordance with the practices identified in the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, ASTM Designation E 1527-13 to achieve compliance with requirements of the "All Appropriate Inquiries" rule required to obtain protection from liability under the federal Comprehensive Environmental Response, Cleanup and Liability Act (CERCLA). Previous sites include large industrial warehouses, multi-tenant commercial buildings, and residential properties. She reviews topographic maps, Sanborn Fire Insurance Maps, and files at local regulatory agencies. She interviews present and former property owners and performed site and adjacent property reconnaissance. She prepares reports summarizing the findings and provides recommendations for further assessment if applicable.

California Department of Transportation Portfolio, Multiple Sites, Northern California (Project Lead)

Alicia prepared quarterly groundwater monitoring reports, subsurface investigation reports, sensitive receptor surveys, and preferential pathway studies for various California Department of Transportation locations throughout northern California. She assisted with the utility locating, work plan preparation, field coordination, archived data onto the State Water Resource Control Board's (RWQCB) Geotracker electronic filing system.

Homebuilder, Soil Gas Sampling and Human Health Risk Assessment, San Jose, California (Project Lead)

Alicia performed a soil vapor survey in conformance with the DTSC, Advisory Active Soil Gas Investigations, using a low-dead volume soil vapor sampling device and a mobile laboratory for onsite chemical analysis. She also assisted with the report preparation summarizing the findings and providing recommendations for further assessment, if applicable.

Goodyear Portfolio, Northern California and Hawaii (Project Lead)

Alicia performed Phase I ESAs and Phase II Site Assessments for various Goodyear Tire & Rubber Company locations throughout California and Hawaii. She assisted with the installation of monitoring wells and exploratory borings; underground storage tank removals; site restoration; product removal with passive recovery system; archived data onto the State Water Resource Control Board's Geotracker electronic filing system; and assisted with the preparation of quarterly groundwater monitoring reports, sensitive receptor surveys, site conceptual models, and subsurface investigation reports.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

Kyle has more than 28 years of professional experience—17 of those years with Stantec—providing geotechnical and environmental consulting. During the course of his experience, he has been involved with a wide variety of geological and engineering projects. He has been in direct charge of quality control/quality assurance (QA/QC) work for Stantec and previous firms for geological, engineering geological, and environmental services primarily in California. Additionally, Kyle has been a primary contact for Stantec with many different clients (including multi-party actions) and regulatory bodies involving contracting, workplan approvals, site assessments and closures, permitting, remedial action, and litigation support. With regard to litigation services, Kyle has extensive experience providing expert witness testimony, second-party review, and litigation support and analysis.

Kyle's extensive experience includes assessment and remediation of property-specific and regional issues involving soil and groundwater contaminated with petroleum hydrocarbons, chlorinated solvents, heavy metals, pesticides, and PCBs.

He currently serves as the managing principal geologist in Stantec's Redlands, California office.

EDUCATION

Engineering Geology/Hydrogeology, California State University, Los Angeles, California, 1984

AS, General Science, Crafton Hills College, Yucaipa, California, 1975

BS, Geological Sciences, California State University, Long Beach, California, 1982

REGISTRATIONS

Certified Engineering Geologist #1271, State of California Issued 1985, Expires 2011

Professional Geologist #4066, State of California Issued 1985, Expires 2011

PROJECT EXPERIENCE

Bioremediation

Excavation and Treatment of Petroleum-Contaminated Soil

Kyle designed the excavation and treatment of 45,000 cubic yards of petroleum-contaminated soil. Soil treatment included utilizing vapor extraction, combined with bioremediation.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

Chemicals & Polymers

Two Former Chemical Plants, Environmental Site Assessments and Remediation, Vernon, California

Mr. Emerson was part of the team for conducting Phase I and Phase II Environmental Site Assessments (ESA) and developing remedial action plans for two former chemical plant sites with 80-year industrial histories. Phase I ESAs used historical files, maps, aerial photographs, available documents, and data from public agencies and historical directories for identifying recognized environmental concerns. Extensive Phase II ESA survey activities aided in identifying below-grade structures such as vaults/USTs, as well as assessing the extent of influence and nature of the contamination. These investigations confirmed the presence of heavy metals, petroleum hydrocarbons, volatile organic compounds, polychlorinated biphenyls, radioactive materials, semi-volatile organic compounds, and polycyclic aromatic compounds in the soils for these sites. Specific areas of concern included former settling ponds, a bone yard, maintenance areas, transformer and substations, wastewater treatment facilities, and above-ground storage tank farms. A conceptual mode was developed for use in a health risk assessment and developed risk-based corrective actions to address potential health and environmental concerns. He assisted with the development and implementation of a remedial action plan, combined administrative controls, engineering controls, and active remediation; this resulted in the cost-effective return of one site to active use, and is reducing health risks to occupants and the public at the second site.

CONFIDENTIAL: Aerospace Adhesives and Coatings Plant, Glendale, California

Mr. Emerson was part of the team that conducted feasibility studies to evaluate remedial alternatives for remediation of chlorinated VOCs, 1,4 dioxane, and hexavalent chromium (CrVI) in soil, soil vapor, and groundwater. Feasibility studies included groundwater pump testing, benchscale column testing to evaluate in situ alternatives for reducing CrVI to the less mobile CrIII valence state, soil vapor extraction, capping, and excavation. Field pilot studies were performed to evaluate the efficiency of various CrVI reductants including the use of ferrous sulfate, calcium polysulfide, emulsified oil, and fructose. Extensive multi-depth soil vapor testing was conducted to evaluate the distribution of VOCs in the subsurface and to support vapor intrusion risk assessment. Feasibility studies were completed in 2008. Remedial actions are expected to be completed in 2011.

Condition Assessments

Assessment and Mitigation of Manufacturing Facility

Kyle managed the assessment and mitigation of an ammunition manufacturing facility covering 1,100 acres in a complex geologic environment. The contaminates involved red and white phosphorous, TNT, chlorinated solvents, solid wastes, and live ordinance.

Soil Contamination Assessment Supervision and Management

Kyle managed and supervised soil contamination assessment and in-situ remediation of heavy metals involving chromium, cadmium, nickel and zinc by chemical fixation to depths in excess of 40 feet below ground surface beneath existing structures within several manufacturing facilities.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

Litigation Support and Expert Testimony
Kyle provided litigation support and expert testimony on more than 20 separate projects involving service stations, chlorinated solvent cases, heavy metal, and semi-volatile releases.

Corporate / Office
Commercial Developer - Environmental Remediation of Former Dry Cleaners, El Centro, California
Mr. Emerson was responsible for assessments and remediation at this former dry cleaners which released the dry cleaning chemical tetrachloroethene (PCE) to the ground and underlying groundwater. The work included initial site assessment, agency interaction and negotiations with the California Regional Water Quality Control Board (CRWQCB), and Colorado Basin Region human health risk assessment (HHRA), design and implementation of remedial investigations, feasibility studies, remedial action plans, and implementation of remediation in mitigating chlorinated solvent contamination in vadose and saturated zones at concentrations indicative of DNAPL. The results of the completed remediation, as well as continued confirmation sampling and monitoring, allowed the CRWQCB to issue site closure in 2008. The site has since been redeveloped into a new commercial development.

Environmental Assessments
Siting Studies
Kyle performed initial siting studies for potential Class I, II, and III landfills. The project included detailed geologic mapping, hydrogeological studies, and permeability studies of caps and liners.

Environmental Site Remediation
Assessment and Remedial Design, California (Project Supervisor)
Kyle supervised the assessment and remedial design of a system to eliminate salt brine contamination in shallow perched water horizons in the Yucaipa, San Bernardino, and Riverside areas of southern California.

Design and Installation of Recovery Systems*
Kyle designed and installed numerous free-product recovery systems that successfully recovered product. One of the sites contained product up to 11-feet thick covering more than three city blocks. The dissolved phase had affected a multi-aquifer system and a public drinking water system.

Geophysical Characterizations*
Kyle performed and supervised numerous geophysical characterizations to determine the extent of old landfills. He provided classification studies, landfill gas monitoring, removal verification during grading, methane collection and mitigation plans, permitting, and closure plans.

Domestic Landfill Development*
Kyle designed and supervised the dynamic consolidation of a domestic landfill for development. He used this process to minimize expected settlement to overlying structures. Kyle designed commercial developments on closed landfills that involved complex methane collection and monitoring systems and building settlement controls.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

Clay Borrow Site Studies

Kyle performed more than 10 separate clay borrow site studies for determining sources of material to cap landfills; ranged from a 20-acre dry lakebed to a 450-acre parcel in complex folded marine sediments.

Assessment, Clean Up, and Regulatory Support Management, Santa, Monica (Project Manager)

Kyle managed the assessment, clean up, and complex regulatory support of a PRP site in an MTBE case (Charnock subbasin). His work involved more than 20 environmental professionals working full time for two years to complete the assessment and clean up mandated by the regulatory agencies.

Hazardous Waste

San Gabriel Valley Superfund Site, Remediation & Closure of Multiple Source Areas, Industry, California

Mr. Emerson performed feasibility studies to evaluate appropriate and relevant remedial alternatives to mitigate constituents of concern in five AOCs contaminated with chlorinated hydrocarbons, heavy metals, petroleum fuel, and cutting oils. Ultimately, a combination of remedial alternatives was implemented that included large-diameter auger excavation to 45 feet to minimize impacts on facility operations, vapor extraction, vapor intrusion risk assessment, deed restriction, and monitored natural attenuation. At the completion of remedial actions, confirmation soil, soil vapor, and groundwater sampling were conducted and followed with risk assessment to demonstrate that remedial objectives had been achieved. No further action was recently granted by the US EPA and Los Angeles Regional Water Quality Control Board.

Mixed-Use

Port of San Diego Rohr Facility, Chula Vista, California

Mr. Emerson assisted in a detailed subsurface assessment of the Rohr facility. The intent of the assessment was to evaluate the 40-acre former aircraft part manufacturing facility for acquisition by the Port of San Diego for redevelopment into a business park and entertainment complex. The assessment identified the presence of soil, soil vapor, and groundwater impacts by petroleum hydrocarbons, VOCs, heavy metals, PCBs, and semi-volatile organic compounds. He utilized many sampling techniques to assess the limits and concentrations of contaminants in the subsurface. Ultimately, the team was able to develop a cost estimate for potential remedial action cost associated to corrective action to allow redevelopment.

Master Planned Commercial/Residential Redevelopment Project, Whittier, California (Project Manager)

Kyle oversaw the assessment of 26 contiguous properties that are part of a 21-acre master planned commercial/residential redevelopment project. The properties included industrial facilities, platting lines, fuel USTs, and metal processing plants, among others. The estimated cleanup costs are approximately $2 million.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

Multi-Unit / Family Residential

Residential Development Assessment, Ventura, California (Project Director)

Kyle directed an assessment of a 40-acre former agricultural property proposed for residential development. Pesticides were identified above hazardous waste levels and preliminary remediation goals established by the U.S. Environmental Protection Agency. Through corrective grading methods and onsite placement of the pesticide impacted soils, all material were re-used on site without offsite disposal. The over all cost savings for the client was more than $1 million. Total cost was less than $250,000 for all necessary activities.

Oil & Gas

Oil Field Site Assessments*

Kyle performed site assessments at oil field leases involving refineries, bulk storage areas, piping systems and wellhead, and drilling mud pit contamination.

Environmental Protection Agency Superfund Action, Culver City, California (Project Manager)

Kyle served as the project manager representing a major oil company in the assessment, remedial action, and litigation support in a multi-party contamination case affecting a City water supply. The assessment involved more than 250 continuous core borings up to 100 feet, as well as extensive remedial actions. The total cost for all related activities was $22 million. The case is settled and the closure of the site is pending.

Project Management

Liability and Property Management Consulting Services

Kyle is providing liability and property management consulting services to more than 10 medium to large property development firms in the US. His work involves property transaction assessments, contract review, acquisition guideline development, liability management evaluation, insurance acquisition, and strategic planning.

Residential Development

Environmental Development Management and Review (Project Manager)

Kyle manages and reviews environmental development issues for a large residential developer specializing in development of contaminated industrial properties by providing innovative solutions in developing contaminated properties for residential use through risk assessment, engineering, and administrative and property development controls.

Site Management and Remediation

Design and Implementation of Biodegradation Programs*, California

Kyle designed and implemented one of the first in-situ biodegradation programs in California; it involved 50,000 cubic yards of diesel-contaminated soils, and groundwater to depths of 70 feet below ground surface.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

Soil and Groundwater Remediation Systems

Soil and Groundwater Contamination Assessments and Mitigation*, California (Project Manager)

Kyle managed numerous chlorinated solvent soil and groundwater contamination assessments and mitigation programs in southern California. The projects involved releases that impacted soil and groundwater to depth of groundwater more than 700 feet in multi-aquifer systems. One case involved with plume dimensions more than 1 mile from the source affecting residential properties.

Soil and Groundwater Assessment and Remediation Programs*

Implemented hundreds of soil and groundwater assessment and remediation programs at various service station facilities in Southern and Northern California, and Nevada. Work involved assessment, remedial design, installation, maintenance and monitoring. Closure has been received on a majority of these sites.

Assessment and Remediation Management*

Kyle managed the assessment and remediation of soil and groundwater manufacturing at dry cleaning facilities contaminated with chlorinated solvents.

Warehouse / Light Industrial

Glendale Redevelopment Project, Glendale, California (Project Manager)

Kyle managed the assessment and remedial actions during the redevelopment of and industrial property. The project involved the demolition of a historic manufacturing facility and a commercial dry cleaner. Each of these facilities were associated with releases of solvents and petroleum hydrocarbons. Remedial actions involved excavation by pattern drilling and off site disposal along with removal of former USTs. The total cost of remediation and assessment was $450,000.00.

Compton Redevelopment Project, Compton, California (Project Manager)

Kyle is serving as project manager for the assessment and remedial actions for a large redevelopment project. The project involves the redevelopment of a historic manufacturing facility and a former dry cleaner. Each of these facilities were associated with releases of solvents and petroleum hydrocarbons. The industrial facility was also associated with significant volumes of buried waste that required removal and disposal. These wastes also included the chemical referenced above, as well as PCBs and heavy metals. Remediation has included excavation, vapor extraction, and chemical fixation. The total cost of this project has been $2.8 million to date.

** denotes projects completed with other firms*

Kyle D. Emerson PG, CEG

Managing Principal Geologist

PUBLICATIONS

In-Situ Bioremediation of an Underground Diesel Fuel Spill: A Case Study. Environmental Management, 1989.

Appendix C USER PROVIDED RECORDS

Stantec

PHASE I ESA USER'S QUESTIONNAIRE

In order to qualify for protection from land owner liability under CERCLA as an *innocent landowner, bona fide prospective purchaser,* or *contiguous property owner*, ASTM standard practice E1527-13 and the federal AAI rule (40 CFR 312) require that the User of the Phase I ESA report provide certain information (if available) to the Environmental Professional completing the assessment. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete. Information that is not or cannot be provided to the Environmental Professional may be identified as a "data gap" in the Phase I ESA report.

Please answer the following questions as completely as possible. Attach additional pages as needed. Return the completed questionnaire to Stantec along with the executed Authorization For services form.

1. Property Information

Property Name: 2225 Sunset

Property Address(es): 2217-2235 W. Sunset Blvd, 2216-2218 W. Elsinore St 1121 Mohawk

City: Los Angeles State _____ Zip _____

Property Owner Name: 2225 Sunset LLC

Property Owner Phone #: 310 562 5097

2. Contact For Site Access

Name: Greg Goldman

Company/Organization/Title: CEI - 2225 Sunset LLC

Phone # 310 562 5097 E-Mail Address: greg@cypresseqrty.com

3. Environmental Cleanup Liens. Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state or local law?

_____ Yes ✓ No

If yes, describe or attach details of the lien _____

4. Activity and Land Use Limitations. Are you aware of any activity and use limitations, such as engineering controls, land use restrictions, or institutional controls that are in place at the property and/or have been filed or recorded as applicable to the property as a result of environmental contamination, investigation, cleanup, or related matters?

_____ Yes ✓ No

If yes, describe or attach details of the limitations _____

5. Specialized Knowledge or Experience. As the User of this ESA, do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property, such that you would have specialized knowledge about chemicals and processes used by this type of business?

_____ Yes ✓ No

If yes, describe or attach details of your specialized knowledge or experience _____

6. Relationship of Purchase Price to Fair Market Value of Property. Does the purchase price being paid for the property reasonably reflect the fair market value?

✓ Yes _____ No

_____ Not applicable. User is not involved in a purchase of the property.

If you conclude that there is a difference, do you have any reason to believe that the reduced purchase price may be related to contamination known or believed to be present at the property?

_____ Yes, I have reason to believe that the purchase price for the property has been reduced in comparison with the fair market value due to contamination known or believed to be present at the property.

_____ No, I have no reason to believe that the purchase price for the property has been reduced in comparison with the fair market value due to contamination known or believed to be present at the property.

7. Commonly Known or Reasonably Ascertainable Information. Are you aware of commonly known or reasonably ascertainable information about the property that would help the Environmental Professional to identify conditions indicative of releases or threatened releases of hazardous substances or petroleum products? For example:

Do you know the past uses of the property?

_____ Yes (describe) Residential Housing and general Retail

_____ No

Do you know of chemicals, hazardous substances or petroleum products that are present or once were present at the property?

_____ Yes (describe) _____

✓ No

Do you know of spills or other releases of chemicals, hazardous substances or petroleum products that have taken place at the property?

_____Yes (describe) _____

_____

_____

✓ No

Do you know of any environmental cleanups that have taken place at the property?

_____Yes (describe) _____

_____

_____

✓ No

8. The Degree of Obviousness of Contamination. E1527-13 and the federal AAI rule (40 CFR 312.31) require that the Phase I ESA consider the degree of obviousness of the presence or likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation. Based on your knowledge and experience related to the property, are there any *obvious* indictors that point to the presence or likely presence of contamination at the property?

_____Yes (describe) _____

_____

_____

✓ No

9. Availability of Previous Environmental Reports. Are you aware of previous environmental site assessment reports, other environmental reports, documents, correspondence, etc. concerning the property and its environmental condition?

_____Yes (describe) _____

_____

_____

✓ No

Signature: _____

Name (printed): Greg Goldman

Title: SVP

Date: 11/13/19

Appendix D ENVIRONMENTAL AGENCY DATABASE SEARCH REPORT

2225 Sunset Boulevard
2225 Sunset Boulevard
Los Angeles, CA 90026

Inquiry Number: 5867970.2s
November 18, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-8
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Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

2225 SUNSET BOULEVARD
LOS ANGELES, CA 90026

COORDINATES

Latitude (North):	34.0783250 - 34˚ 4' 41.97''
Longitude (West):	118.2658620 - 118˚ 15' 57.10''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	383201.6
UTM Y (Meters):	3771369.0
Elevation:	438 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
East Map:	5630795 LOS ANGELES, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140515, 20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
2225 SUNSET BOULEVARD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	ECHO CLEANERS	2210 W SUNSET BLVD	EDR Hist Cleaner	Lower	70, 0.013, SW
A2	7-ELEVEN INC. STORE	2200 W SUNSET BLVD	HAZMAT, CERS	Lower	72, 0.014, SSW
A3	SHORE L N	2209 S SUNSET BLVD	EDR Hist Cleaner	Lower	84, 0.016, SSE
A4	JAMIESON S J MRS	2166 S SUNSET BLVD	EDR Hist Cleaner	Lower	108, 0.020, SSE
B5	BUCH L J	2203 S SUNSET BLVD	EDR Hist Cleaner	Lower	132, 0.025, SSE
B6	ERICKSON C W	1116 MOHAWK	EDR Hist Auto	Lower	143, 0.027, ESE
A7	CHIEF AUTO PARTS NO.	2202 W SUNSET BLVD	HAZMAT	Lower	157, 0.030, SW
A8	CAYES AUTO PARTS	2170 W SUNSET BLVD	HAZMAT	Lower	174, 0.033, South
A9	WONG L S	2162 S SUNSET BLVD	EDR Hist Cleaner	Lower	178, 0.034, South
B10		2154-56 SUNSET BLVD	UST	Lower	195, 0.037, South
B11	LAFD - FIRE STATION	2144 W SUNSET BLVD	UST, SWEEPS UST	Lower	210, 0.040, SSE
B12	FIRE STATION 20	2144 W SUNSET BLVD	CERS HAZ WASTE, HIST UST, CA FID UST, CERS TANKS,...	Lower	210, 0.040, SSE
B13	LOS ANGELES FIRE STA	2144 SUNSET BLVD	RCRA-SQG, FINDS, ECHO	Lower	210, 0.040, SSE
B14	FIRE STATION 20	2144 W SUNSET BLVD	HIST UST	Lower	210, 0.040, SSE
B15	MELTZER DORA	2143 S SUNSET BLVD	EDR Hist Cleaner	Lower	345, 0.065, SE
B16	BUCH L J	2134 S SUNSET BLVD	EDR Hist Cleaner	Lower	410, 0.078, SE
B17	CHIPOTLE MEXICAN GRI	2134 W SUNSET BLVD S	HAZMAT, CERS	Lower	410, 0.078, SE
B18	CENTRAL REGION ELEME	1018 N MOHAWK ST	RCRA-LQG	Lower	410, 0.078, SSE
C19	BEAGLE H K	2112 S SUNSET BLVD	EDR Hist Auto	Lower	506, 0.096, SE
C20	CLEARY J K	2110 S SUNSET BLVD	EDR Hist Auto	Lower	543, 0.103, SE
D21	CENTRAL REGION ES #1	2115 MARATHON STREET	ENVIROSTOR, SCH, CERS	Lower	559, 0.106, SSE
C22	WESTLING M R	1035 N ALVARADO ST	EDR Hist Auto	Lower	578, 0.109, SE
C23	ROBINSON L J	1031 N ALVARADO ST	EDR Hist Cleaner	Lower	598, 0.113, SE
C24	ENCORE CLEANERS	2103 SUNSET BLVD	DRYCLEANERS	Lower	607, 0.115, ESE
C25	ENCORE CLEANERS	2103 SUNSET BLVD	EDR Hist Cleaner	Lower	607, 0.115, ESE
C26	KING CLEANERS	2103 W SUNSET BLVD	CERS HAZ WASTE, DRYCLEANERS	Lower	607, 0.115, ESE
C27	KINGS CLEANER	2103 W SUNSET BLVD	RCRA NonGen / NLR	Lower	607, 0.115, ESE
C28	KING CLEANERS	2103 W SUNSET BLVD	DRYCLEANERS	Lower	607, 0.115, ESE
C29	S & H DRY CLEANERS	2103 SUNSET BLVD	DRYCLEANERS	Lower	607, 0.115, ESE
C30	KING CLEANER	2103 SUNSET BLVD	RCRA-SQG, HAZNET	Lower	607, 0.115, ESE
C31	KINGS CLEANER	2103 W SUNSET BLVD	DRYCLEANERS, HAZNET	Lower	607, 0.115, ESE
C32	NEW ENCORE CLEANERS	2103 SUNSET BLVD	DRYCLEANERS	Lower	607, 0.115, ESE
C33	S&H DRY CLEANERS	2103 SUNSET BLVD	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	607, 0.115, ESE
D34	LOPEZ TIRES, INC	1011 N ALVARADO ST	HAZNET, HAZMAT	Lower	616, 0.117, SSE
C35	CARTER J T	2101 S SUNSET BLVD	EDR Hist Auto	Lower	619, 0.117, ESE
C36	MARINO R C	1049 N ALVARADO ST	EDR Hist Cleaner	Lower	622, 0.118, SE
C37		SUNSET & ALVARADO	UST	Lower	634, 0.120, ESE
C38	GEORGE & ALICE GRAZZ	1000 N ALVARADO ST	HAZMAT	Lower	716, 0.136, SE
C39	W. SERVICE	1016 ALVARADO ST N	LUST, HIST CORTESE, CERS	Lower	753, 0.143, SE

MAPPED SITES SUMMARY

Target Property Address:
2225 SUNSET BOULEVARD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
C40	W SERVICE	1016 N ALVARADO ST	HAZNET, HAZMAT	Lower	753, 0.143, SE
C41	W. SERVICE	1016 N ALVARADO ST	SWEEPS UST, CA FID UST	Lower	753, 0.143, SE
E42	SUNSET EAST CAR WASH	2028 W SUNSET BLVD	UST	Lower	755, 0.143, ESE
E43	SUNSET CAR WASH	2028 W SUNSET BLVD	RCRA NonGen / NLR	Lower	755, 0.143, ESE
E44	SUNSET CARWASH	2028 SUNSET BLVD	LUST, Cortese, HIST CORTESE, CERS	Lower	755, 0.143, ESE
E45	SUNSET EAST CAR WASH	2028 W SUNSET BLVD	SWEEPS UST, CA FID UST, HAZNET, HAZMAT	Lower	755, 0.143, ESE
E46	90953	2035 W SUNSET BLVD	HIST UST	Lower	811, 0.154, East
E47	CACERES CHEVRON	2035 W SUNSET BLVD	HIST UST	Lower	811, 0.154, East
E48	CACERES CHEVRON	2035 W SUNSET BLVD	CERS HAZ WASTE, SWEEPS UST, HIST UST, CERS TANKS,..	Lower	811, 0.154, East
E49	SUNSET PETROL INC.	2035 W SUNSET BLVD	UST	Lower	811, 0.154, East
E50	SUNSET PETROL	2035 W SUNSET BLVD	RCRA NonGen / NLR	Lower	811, 0.154, East
E51		2040 W SUNSET BLVD	UST	Lower	815, 0.154, ESE
E52		2039 W SUNSET BLVD	UST	Lower	816, 0.155, East
F53		909 N ALVARADO ST	UST	Lower	851, 0.161, SSE
F54	BALIAN AUTO SALES	909 N ALVARADO ST	SWEEPS UST, CA FID UST	Lower	851, 0.161, SSE
F55	CENTRAL REGION ELEME	909 N ALVARADO ST	RCRA-LQG	Lower	851, 0.161, SSE
G56	CARROL AND PETER AUT	2450 W SUNSET BLVD	HAZNET, HAZMAT	Lower	899, 0.170, WNW
H57	PEERLESS HARDWARE IN	2011 W SUNSET BLVD	HAZNET, HAZMAT	Lower	954, 0.181, East
F58	PHYSICIANS & SURGEON	900 N ALVARADO ST	HAZMAT	Lower	965, 0.183, SSE
59	AMIGO TRUCKING	820 N CORONADO TERR	RCRA NonGen / NLR	Higher	968, 0.183, SW
G60		2510 SUNSET BLVD	UST	Lower	996, 0.189, WNW
H61	PEERLESS HARDWARE IN	2005 W SUNSET BLVD S	HAZMAT	Lower	1006, 0.191, East
F62	BALIAN AUTO SALES	822 N ALVARADO ST	SWEEPS UST, CA FID UST, HAZMAT	Lower	1009, 0.191, SSE
I63		2501 W SUNSET BLVD	UST	Lower	1029, 0.195, WNW
I64	VACANT	2501 W SUNSET BLVD	SWEEPS UST, CA FID UST	Lower	1029, 0.195, WNW
H65	VERIZON WIRELESS: LA	2006 1/2 RESERVOIR S	HAZMAT, CERS	Lower	1134, 0.215, East
66	DELANO PARK	1511 ERWIN STREET	US BROWNFIELDS, FINDS	Lower	1142, 0.216, WSW
67	JAMES COSTELLO	800 N ALVARADO ST	SWEEPS UST, CA FID UST	Lower	1176, 0.223, SSE
J68	VONS STORE #3263	1342 N ALVARADO ST	RCRA NonGen / NLR	Lower	1220, 0.231, ENE
J69	VONS STORE #3263	1342 N ALVARADO ST	RCRA NonGen / NLR	Lower	1220, 0.231, ENE
J70	VONS #3263	1342 N ALVARADO ST	CERS HAZ WASTE, HAZNET, HAZMAT, CERS	Lower	1220, 0.231, ENE
I71	FLORES RECYCLING	2517 W SUNSET BLVD	SWRCY	Lower	1224, 0.232, WNW
72	PARK SUNSET BUILDING	1910 W SUNSET BLVD	CERS HAZ WASTE, HAZMAT, CERS	Lower	1284, 0.243, East
J73	GARCIA PROPERTY	1400 ALVARADO ST N	LUST, HIST CORTESE, CERS	Lower	1398, 0.265, ENE
K74	76 STATION #0779	1340 GLENDALE BLVD.	LUST, HIST CORTESE, CERS	Lower	1710, 0.324, ENE
K75	TOSCO - 76 STATION #	1340 GLENDALE BLVD	LUST, SWEEPS UST, CERS	Lower	1710, 0.324, ENE
K76	TOSCO - 76 STATION #	1340 GLENDALE BLVD	LUST, HIST UST	Lower	1710, 0.324, ENE
L77	ALVARADO	1453 & 1455 NORTH AL	ENVIROSTOR, VCP	Lower	1743, 0.330, NE
L78	UNITED OIL #45	1465 GLENDALE	HIST CORTESE	Lower	1843, 0.349, NE

MAPPED SITES SUMMARY

Target Property Address:
2225 SUNSET BOULEVARD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
L79	UNITED OIL #45	1465 GLENDALE BLVD N	LUST, CERS	Lower	1843, 0.349, NE
L80	BLOOMFIELD PROPERTIE	1515 ALVARADO ST N	LUST, HIST CORTESE, CERS	Lower	1883, 0.357, NE
81	STANMOR ENTERPRISES	1700 SUNSET BLVD	LUST, HIST CORTESE, CERS	Lower	2052, 0.389, East
82	ARCO #1597	1601 GLENDALE BLVD	LUST, CHMIRS, Cortese, ENF, HIST CORTESE, WDR,...	Lower	2308, 0.437, NE
M83	HOLLOWAY DRY CLEANER	1159 ECHO PARK BLVD	Notify 65	Lower	2444, 0.463, ESE
M84	HOLLYWAY CLEANERS	1159 ECHO PARK AVE	RCRA-SQG, CPS-SLIC, FINDS, ECHO, DRYCLEANERS, EMI,..	Lower	2444, 0.463, ESE
85	REGENCY CLEANERS	1411 ECHO PARK AVE	RCRA-SQG, ENVIROSTOR, CPS-SLIC, VCP, DEED, FINDS,...	Lower	2636, 0.499, East
86	TERMINIX	2828 LONDON STREET	ENVIROSTOR, VCP	Lower	2902, 0.550, WSW
87	BELMONT NEW PRIMARY	LAKE STREET/ROSELAKE	ENVIROSTOR, SCH	Lower	3755, 0.711, SSW
88	IGLESIA NI CRISTO	141 NORTH UNION AVEN	ENVIROSTOR, VCP	Lower	4348, 0.823, South
89	BELMONT NEW P C NO 1	610 MICHELTORENA ST	RCRA-SQG, ENVIROSTOR, SCH, FINDS, ECHO, HAZNET,...	Lower	4399, 0.833, West
90	PLASENCIA ELEMENTARY	1321 CORTEZ STREET	ENVIROSTOR, SCH, EMI, CERS	Higher	5117, 0.969, SE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing
SEMS ..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-VSQG ..... RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

EXECUTIVE SUMMARY

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing
AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT..... Waste Management Unit Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register
AOCONCERN..... Key Areas of Concerns in Los Angeles County
HIST Cal-Sites..... Historical Calsites Database
CDL..... Clandestine Drug Labs
Toxic Pits..... Toxic Pits Cleanup Act Sites
US CDL..... National Clandestine Laboratory Register
PFAS..... PFAS Contamination Site Location Listing

Local Land Records

LIENS..... Environmental Liens Listing

LIENS 2	CERCLA Lien Information

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
ECHO	Enforcement & Compliance History Information
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CUPA Listings	CUPA Resources List
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
HAZNET	Facility and Manifest Data

EXECUTIVE SUMMARY

ICE	ICE
LOS ANGELES CO. HMS	HMS: Street Number List
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
WDR	Waste Discharge Requirements Listing
CIWQS	California Integrated Water Quality System
CERS	CERS
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)
MINES MRDS	Mineral Resources Data System
LOS ANGELES CO LF METHANE	Methane Producing Landfills

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/24/2019 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ELEME EPA ID:: CAR000176800	1018 N MOHAWK ST	SSE 0 - 1/8 (0.078 mi.)	B18	31
CENTRAL REGION ELEME EPA ID:: CAR000174748	909 N ALVARADO ST	SSE 1/8 - 1/4 (0.161 mi.)	F55	89

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/24/2019 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES FIRE STA EPA ID:: CAD981962640	***2144 SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B13***	***26***
KING CLEANER EPA ID:: CAD982041519	***2103 SUNSET BLVD***	***ESE 0 - 1/8 (0.115 mi.)***	***C30***	***45***
S&H DRY CLEANERS EPA ID:: CAD981625916	***2103 SUNSET BLVD***	***ESE 0 - 1/8 (0.115 mi.)***	***C33***	***50***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk

characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/29/2019 has revealed that there are 8 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PLASENCIA ELEMENTARY Status: Inactive - Needs Evaluation Facility Id: 60000055	***1321 CORTEZ STREET***	***SE 1/2 - 1 (0.969 mi.)***	***90***	***202***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ES #1 Status: Certified Facility Id: 60000074	***2115 MARATHON STREET***	***SSE 0 - 1/8 (0.106 mi.)***	***D21***	***33***
ALVARADO Status: Active Facility Id: 60002289	***1453 & 1455 NORTH AL***	***NE 1/4 - 1/2 (0.330 mi.)***	***L77***	***127***
REGENCY CLEANERS Status: Certified O&M - Land Use Restrictions Only Facility Id: 60001767	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.499 mi.)***	***85***	***173***
TERMINIX Status: Active Facility Id: 19070003	***2828 LONDON STREET***	***WSW 1/2 - 1 (0.550 mi.)***	***86***	***181***
BELMONT NEW PRIMARY Status: No Further Action Facility Id: 19880022	***LAKE STREET/ROSELAKE***	***SSW 1/2 - 1 (0.711 mi.)***	***87***	***190***
IGLESIA NI CRISTO Status: No Further Action Facility Id: 60001080	***141 NORTH UNION AVEN***	***S 1/2 - 1 (0.823 mi.)***	***88***	***193***
BELMONT NEW P C NO 1 Status: No Further Action Facility Id: 19820049	***610 MICHELTORENA ST***	***W 1/2 - 1 (0.833 mi.)***	***89***	***196***

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 10 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
W. SERVICE Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 09/09/2019 Status: Completed - Case Closed Facility Id: 900260161	***1016 ALVARADO ST N***	***SE 1/8 - 1/4 (0.143 mi.)***	***C39***	***55***

Status: Pollution Characterization
Global Id: T0603700719
Global ID: T0603700719

SUNSET CARWASH ***2028 SUNSET BLVD*** ***ESE 1/8 - 1/4 (0.143 mi.)*** ***E44*** ***64***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Open - Remediation
Facility Id: 900260152
Status: Pollution Characterization
Global Id: T0603700718
Global ID: T0603700718

GARCIA PROPERTY ***1400 ALVARADO ST N*** ***ENE 1/4 - 1/2 (0.265 mi.)*** ***J73*** ***114***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260025
Status: Case Closed
Global Id: T0603700707
Global ID: T0603700707

76 STATION #0779 ***1340 GLENDALE BLVD.*** ***ENE 1/4 - 1/2 (0.324 mi.)*** ***K74*** ***117***
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Global Id: T0603758404

TOSCO - 76 STATION # ***1340 GLENDALE BLVD*** ***ENE 1/4 - 1/2 (0.324 mi.)*** ***K75*** ***123***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: 900260198
Status: Case Closed
Global ID: T0603700722

TOSCO - 76 STATION # ***1340 GLENDALE BLVD*** ***ENE 1/4 - 1/2 (0.324 mi.)*** ***K76*** ***125***
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Global Id: T0603700722

UNITED OIL #45 ***1465 GLENDALE BLVD N*** ***NE 1/4 - 1/2 (0.349 mi.)*** ***L79*** ***131***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260270
Status: Pollution Characterization
Global Id: T0603700730
Global ID: T0603700730

BLOOMFIELD PROPERTIE ***1515 ALVARADO ST N*** ***NE 1/4 - 1/2 (0.357 mi.)*** ***L80*** ***140***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260216
Status: Case Closed
Global Id: T0603700724
Global ID: T0603700724

STANMOR ENTERPRISES ***1700 SUNSET BLVD*** ***E 1/4 - 1/2 (0.389 mi.)*** ***81*** ***143***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed

Facility Id: 900260170
Status: Leak being confirmed
Global Id: T0603700720
Global ID: T0603700720

ARCO #1597 ***1601 GLENDALE BLVD*** ***NE 1/4 - 1/2 (0.437 mi.)*** ***82*** ***147***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Open - Eligible for Closure
Status: Completed - Case Closed
Facility Id: 900260125
Facility Id: 900260125A
Status: Case Closed
Status: Pollution Characterization
Global Id: T0603797967
Global Id: T0603700716
Global ID: T0603700716

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 2 CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWAY CLEANERS	***1159 ECHO PARK AVE***	***ESE 1/4 - 1/2 (0.463 mi.)***	***M84***	***163***
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 09/09/2019 Facility Status: Open - Site Assessment Global Id: SL2048E1699 Facility Status: Site Assessment				
REGENCY CLEANERS	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.499 mi.)***	***85***	***173***
Database: CPS-SLIC, Date of Government Version: 09/09/2019 Facility Status: Completed - Case Closed Global Id: SL0603767361				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 10 UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	2154-56 SUNSET BLVD	S 0 - 1/8 (0.037 mi.)	B10	13
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
LAFD - FIRE STATION	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B11***	***13***
Database: UST, Date of Government Version: 09/09/2019 Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				

Facility Id: FA0003885 Facility Id: 25064				
Not reported	SUNSET & ALVARADO	ESE 0 - 1/8 (0.120 mi.)	C37	54
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
SUNSET EAST CAR WASH	2028 W SUNSET BLVD	ESE 1/8 - 1/4 (0.143 mi.)	E42	62
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
SUNSET PETROL INC.	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.154 mi.)	E49	86
Database: UST, Date of Government Version: 09/09/2019 Database: LOS ANGELES UST, Date of Government Version: 06/01/2019 Facility Id: 23758				
Not reported	2040 W SUNSET BLVD	ESE 1/8 - 1/4 (0.154 mi.)	E51	88
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
Not reported	2039 W SUNSET BLVD	E 1/8 - 1/4 (0.155 mi.)	E52	88
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
Not reported	909 N ALVARADO ST	SSE 1/8 - 1/4 (0.161 mi.)	F53	88
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
Not reported	2510 SUNSET BLVD	WNW 1/8 - 1/4 (0.189 mi.)	G60	94
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
Not reported	2501 W SUNSET BLVD	WNW 1/8 - 1/4 (0.195 mi.)	I63	95
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				

State and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 07/29/2019 has revealed that there are 2 VCP sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALVARADO Status: Active Facility Id: 60002289	***1453 & 1455 NORTH AL***	***NE 1/4 - 1/2 (0.330 mi.)***	***L77***	***127***
REGENCY CLEANERS Status: Certified O&M - Land Use Restrictions Only Facility Id: 60001767	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.499 mi.)***	***85***	***173***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 06/03/2019 has revealed that there

is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELANO PARK	***1511 ERWIN STREET***	***WSW 1/8 - 1/4 (0.216 mi.)***	***66***	***98***
Cleanup Completion Date: 12/31/2002 00:00:00				
ACRES property ID: 11456				

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 09/09/2019 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FLORES RECYCLING	2517 W SUNSET BLVD	WNW 1/8 - 1/4 (0.232 mi.)	I71	109
Cert Id: RC10405				

Local Lists of Hazardous waste / Contaminated Sites

SCH: This category 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 and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 07/29/2019 has revealed that there is 1 SCH site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ES #1	***2115 MARATHON STREET***	***SSE 0 - 1/8 (0.106 mi.)***	***D21***	***33***
Facility Id: 60000074				
Status: Certified				

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 08/14/2019 has revealed that there are 5 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B12***	***14***
KING CLEANERS	***2103 W SUNSET BLVD***	***ESE 0 - 1/8 (0.115 mi.)***	***C26***	***41***
CACERES CHEVRON	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.154 mi.)***	***E48***	***77***
VONS #3263	***1342 N ALVARADO ST***	***ENE 1/8 - 1/4 (0.231 mi.)***	***J70***	***104***
PARK SUNSET BUILDING	***1910 W SUNSET BLVD***	***E 1/8 - 1/4 (0.243 mi.)***	***72***	***109***

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 8 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LAFD - FIRE STATION Status: A Tank Status: A Comp Number: 2617	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B11***	***13***
W. SERVICE Comp Number: 7530	***1016 N ALVARADO ST***	***SE 1/8 - 1/4 (0.143 mi.)***	***C41***	***62***
SUNSET EAST CAR WASH Comp Number: 4020	***2028 W SUNSET BLVD***	***ESE 1/8 - 1/4 (0.143 mi.)***	***E45***	***73***
CACERES CHEVRON Status: A Tank Status: A Comp Number: 2898	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.154 mi.)***	***E48***	***77***
BALIAN AUTO SALES Comp Number: 7570	***909 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.161 mi.)***	***F54***	***89***
BALIAN AUTO SALES Comp Number: 7601	***822 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.191 mi.)***	***F62***	***94***
VACANT Comp Number: 6084	***2501 W SUNSET BLVD***	***WNW 1/8 - 1/4 (0.195 mi.)***	***I64***	***96***
JAMES COSTELLO Comp Number: 7507	***800 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.223 mi.)***	***67***	***101***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 5 HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B12***	***14***
FIRE STATION 20 Facility Id: 00000047442	2144 W SUNSET BLVD	SSE 0 - 1/8 (0.040 mi.)	B14	28
90953 Facility Id: 00000061952	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.154 mi.)	E46	75
CACERES CHEVRON Facility Id: 00000051058	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.154 mi.)	E47	76
CACERES CHEVRON	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.154 mi.)***	***E48***	***77***

EXECUTIVE SUMMARY

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 08/14/2019 has revealed that there are 2 CERS TANKS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B12***	***14***
CACERES CHEVRON	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.154 mi.)***	***E48***	***77***

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 8 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20 Facility Id: 19024408 Status: A	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.040 mi.)***	***B12***	***14***
W. SERVICE Facility Id: 19002912 Status: I	***1016 N ALVARADO ST***	***SE 1/8 - 1/4 (0.143 mi.)***	***C41***	***62***
SUNSET EAST CAR WASH Facility Id: 19003035 Status: I	***2028 W SUNSET BLVD***	***ESE 1/8 - 1/4 (0.143 mi.)***	***E45***	***73***
CACERES CHEVRON Facility Id: 19006868 Status: A	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.154 mi.)***	***E48***	***77***
BALIAN AUTO SALES Facility Id: 19056516 Status: A	***909 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.161 mi.)***	***F54***	***89***
BALIAN AUTO SALES Facility Id: 19010421 Status: I	***822 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.191 mi.)***	***F62***	***94***
VACANT Facility Id: 19006984 Status: I	***2501 W SUNSET BLVD***	***WNW 1/8 - 1/4 (0.195 mi.)***	***I64***	***96***
JAMES COSTELLO Facility Id: 19010215 Status: I	***800 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.223 mi.)***	***67***	***101***

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 09/03/2019 has revealed that there is 1 DEED

site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
REGENCY CLEANERS	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.499 mi.)***	***85***	***173***
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY				
Envirostor ID: 60001767				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/24/2019 has revealed that there are 6 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMIGO TRUCKING	820 N CORONADO TERR	SW 1/8 - 1/4 (0.183 mi.)	59	93
EPA ID:: CAR000149047				

Lower Elevation	Address	Direction / Distance	Map ID	Page
KINGS CLEANER	2103 W SUNSET BLVD	ESE 0 - 1/8 (0.115 mi.)	C27	43
EPA ID:: CAL000302486				
SUNSET CAR WASH	2028 W SUNSET BLVD	ESE 1/8 - 1/4 (0.143 mi.)	E43	63
EPA ID:: CAL000356499				
SUNSET PETROL	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.154 mi.)	E50	87
EPA ID:: CAL000405985				
VONS STORE #3263	1342 N ALVARADO ST	ENE 1/8 - 1/4 (0.231 mi.)	J68	102
EPA ID:: CAL000354016				
VONS STORE #3263	1342 N ALVARADO ST	ENE 1/8 - 1/4 (0.231 mi.)	J69	103
EPA ID:: CAL000442569				

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 09/23/2019 has revealed that there are 2 Cortese sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUNSET CARWASH	***2028 SUNSET BLVD***	***ESE 1/8 - 1/4 (0.143 mi.)***	***E44***	***64***
Cleanup Status: OPEN - REMEDIATION				
ARCO #1597	***1601 GLENDALE BLVD***	***NE 1/4 - 1/2 (0.437 mi.)***	***82***	***147***
Cleanup Status: OPEN - ELIGIBLE FOR CLOSURE				

EXECUTIVE SUMMARY

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 6 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ENCORE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 SUNSET BLVD	ESE 0 - 1/8 (0.115 mi.)	C24	39
KING CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	***2103 W SUNSET BLVD***	***ESE 0 - 1/8 (0.115 mi.)***	***C26***	***41***
KING CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 W SUNSET BLVD	ESE 0 - 1/8 (0.115 mi.)	C28	44
S & H DRY CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 SUNSET BLVD	ESE 0 - 1/8 (0.115 mi.)	C29	45
KINGS CLEANER Database: DRYCLEANERS, Date of Government Version: 06/04/2019 EPA Id: CAL000302486	***2103 W SUNSET BLVD***	***ESE 0 - 1/8 (0.115 mi.)***	***C31***	***47***
NEW ENCORE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 SUNSET BLVD	ESE 0 - 1/8 (0.115 mi.)	C32	49

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 8 HIST CORTESE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
W. SERVICE Reg Id: 900260161	***1016 ALVARADO ST N***	***SE 1/8 - 1/4 (0.143 mi.)***	***C39***	***55***
SUNSET CARWASH Reg Id: 900260152	***2028 SUNSET BLVD***	***ESE 1/8 - 1/4 (0.143 mi.)***	***E44***	***64***
GARCIA PROPERTY Reg Id: 900260025	***1400 ALVARADO ST N***	***ENE 1/4 - 1/2 (0.265 mi.)***	***J73***	***114***
76 STATION #0779 Reg Id: 900260198	***1340 GLENDALE BLVD.***	***ENE 1/4 - 1/2 (0.324 mi.)***	***K74***	***117***
UNITED OIL #45 Reg Id: 900260270	1465 GLENDALE	NE 1/4 - 1/2 (0.349 mi.)	L78	131
BLOOMFIELD PROPERTIE Reg Id: 900260216	***1515 ALVARADO ST N***	***NE 1/4 - 1/2 (0.357 mi.)***	***L80***	***140***
STANMOR ENTERPRISES Reg Id: 900260170	***1700 SUNSET BLVD***	***E 1/4 - 1/2 (0.389 mi.)***	***81***	***143***
ARCO #1597 Reg Id: 900260125	***1601 GLENDALE BLVD***	***NE 1/4 - 1/2 (0.437 mi.)***	***82***	***147***

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 09/16/2019 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLOWAY DRY CLEANER	1159 ECHO PARK BLVD	ESE 1/4 - 1/2 (0.463 mi.)	M83	163

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 5 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ERICKSON C W	1116 MOHAWK	ESE 0 - 1/8 (0.027 mi.)	B6	12
BEAGLE H K	2112 S SUNSET BLVD	SE 0 - 1/8 (0.096 mi.)	C19	32
CLEARY J K	2110 S SUNSET BLVD	SE 0 - 1/8 (0.103 mi.)	C20	32
WESTLING M R	1035 N ALVARADO ST	SE 0 - 1/8 (0.109 mi.)	C22	39
CARTER J T	2101 S SUNSET BLVD	ESE 0 - 1/8 (0.117 mi.)	C35	54

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 10 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ECHO CLEANERS	2210 W SUNSET BLVD	SW 0 - 1/8 (0.013 mi.)	A1	9
SHORE L N	2209 S SUNSET BLVD	SSE 0 - 1/8 (0.016 mi.)	A3	11
JAMIESON S J MRS	2166 S SUNSET BLVD	SSE 0 - 1/8 (0.020 mi.)	A4	11
BUCH L J	2203 S SUNSET BLVD	SSE 0 - 1/8 (0.025 mi.)	B5	11
WONG L S	2162 S SUNSET BLVD	S 0 - 1/8 (0.034 mi.)	A9	12

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
MELTZER DORA	2143 S SUNSET BLVD	SE 0 - 1/8 (0.065 mi.)	B15	28
BUCH L J	2134 S SUNSET BLVD	SE 0 - 1/8 (0.078 mi.)	B16	29
ROBINSON L J	1031 N ALVARADO ST	SE 0 - 1/8 (0.113 mi.)	C23	39
ENCORE CLEANERS	2103 SUNSET BLVD	ESE 0 - 1/8 (0.115 mi.)	C25	40
MARINO R C	1049 N ALVARADO ST	SE 0 - 1/8 (0.118 mi.)	C36	54

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
LINK STATION US PROJECT	ENVIROSTOR, VCP

OVERVIEW MAP - 5867970.2S

Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2225 Sunset Boulevard	CLIENT: Stantec
ADDRESS: 2225 Sunset Boulevard Los Angeles CA 90026	CONTACT: Alicia Jansen INQUIRY #: 5867970.2s
LAT/LONG: 34.078325 / 118.265862	DATE: November 18, 2019 7:13 pm

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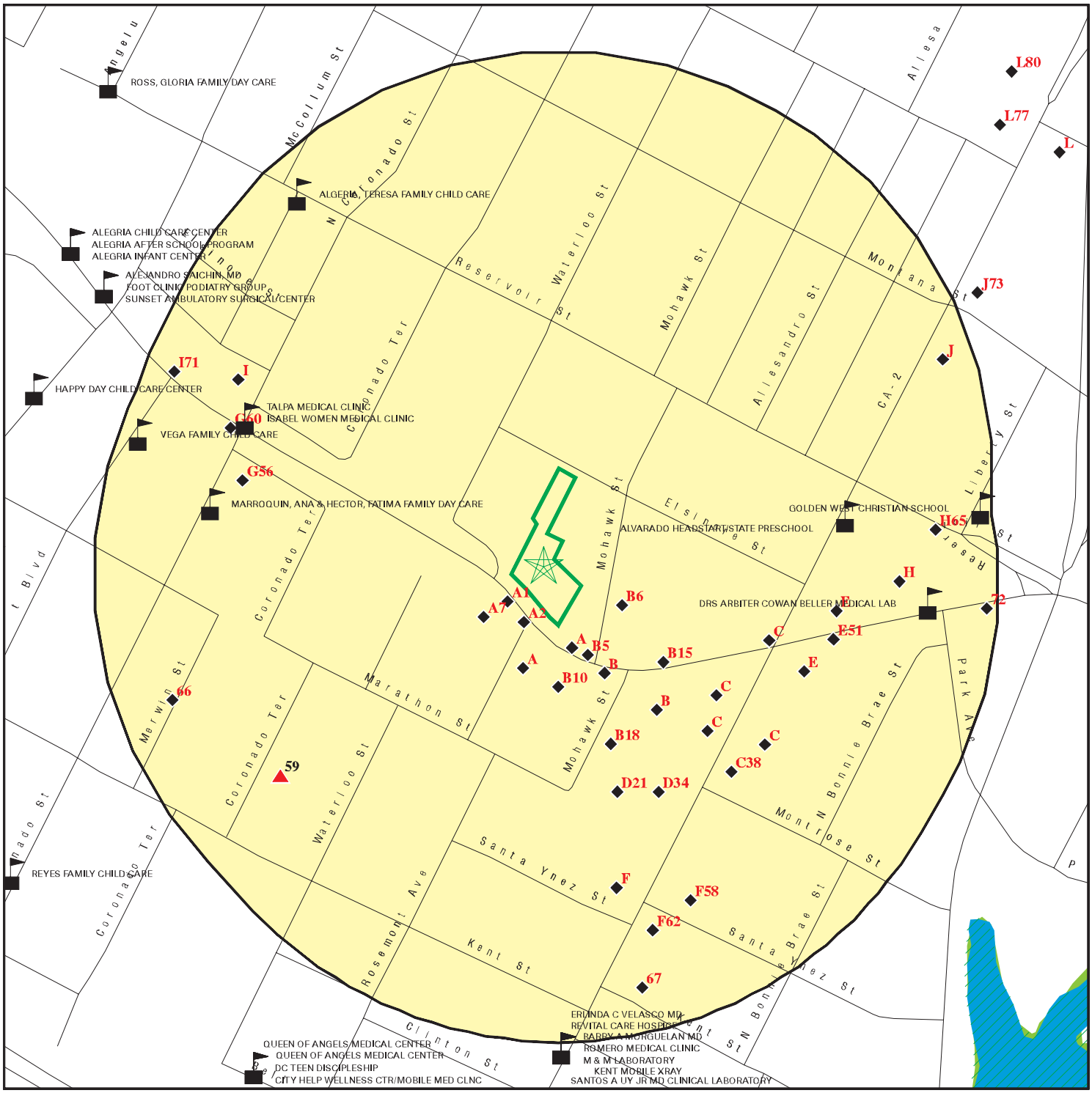
DETAIL MAP - 5867970.2S



0 1/16 1/8 1/4 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2225 Sunset Boulevard	CLIENT: Stantec
ADDRESS: 2225 Sunset Boulevard Los Angeles CA 90026	CONTACT: Alicia Jansen
LAT/LONG: 34.078325 / 118.265862	INQUIRY #: 5867970.2s
	DATE: November 18, 2019 7:14 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	1	NR	NR	NR	2
RCRA-SQG	0.250		3	0	NR	NR	NR	3
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		1	0	2	5	NR	8
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	2	8	NR	NR	10

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	2	NR	NR	2
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		3	7	NR	NR	NR	10
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	2	NR	NR	2
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	1	0	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	1	0	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		1	0	NR	NR	NR	1
CDL	TP		NR	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		2	3	NR	NR	NR	5
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	7	NR	NR	NR	8
HIST UST	0.250		2	3	NR	NR	NR	5
CERS TANKS	0.250		1	1	NR	NR	NR	2
CA FID UST	0.250		1	7	NR	NR	NR	8
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	1	NR	NR	1
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	5	NR	NR	NR	6
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	1	1	NR	NR	2
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		6	0	NR	NR	NR	6
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	2	6	NR	NR	8
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	1	0	NR	1
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
MINES MRDS	TP		NR	NR	NR	NR	NR	0
LOS ANGELES CO LF METHANE	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		5	NR	NR	NR	NR	5
EDR Hist Cleaner	0.125		10	NR	NR	NR	NR	10
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	38	41	23	5	0	107

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 SW < 1/8 0.013 mi. 70 ft. | **ECHO CLEANERS** | **EDR Hist Cleaner** | **1019979742** | **N/A**

2210 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 1 of 7 in cluster A

Relative: Lower

Actual: 419 ft.

EDR Hist Cleaner

Year:	Name:	Type:
2004	ECHO CLEANERS	Drycleaning Plants, Except Rugs
2005	ECHO CLEANERS	Drycleaning Plants, Except Rugs
2006	ECHO CLEANERS	Drycleaning Plants, Except Rugs
2007	ECHO CLEANERS	Drycleaning Plants, Except Rugs

A2 SSW < 1/8 0.014 mi. 72 ft. | **7-ELEVEN INC. STORE #33028** | **HAZMAT CERS** | **S123498798** | **N/A**

2200 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 2 of 7 in cluster A

Relative: Lower

Actual: 419 ft.

LOS ANGELES HM:

Name:	7-ELEVEN #33028
Address:	2200 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0039794
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	7-ELEVEN INC. STORE #33028
Address:	2200 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	1056
CERS ID:	10462219
CERS Description:	Chemical Storage Facilities

Coordinates:

Site ID:	1056
Facility Name:	7-ELEVEN INC. STORE #33028
Env Int Type Code:	HMBP
Program ID:	10462219
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.077970
Longitude:	-118.266180

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	BRENT SMERCZYNSKI
Entity Title:	CORPORATE ASSET PROTECTION MANAGER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department

7-ELEVEN INC. STORE #33028 (Continued) **S123498798**

Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Document Preparer
Entity Name:	BELSHIRE ENVIRONMENTAL SERVICES, INC.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	Not reported
Affiliation Zip:	75063
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75063
Affiliation Phone:	(972) 828-7578

Affiliation Type Desc:	Operator
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 989-1528

Affiliation Type Desc:	Environmental Contact
Entity Name:	BRENT SMERCZYNSKI: CORPORATE ASSET PROTECTION MANAGER
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	Not reported
Affiliation Zip:	75063
Affiliation Phone:	Not reported

7-ELEVEN INC. STORE #33028 (Continued) **S123498798**

Affiliation Type Desc:	Parent Corporation
Entity Name:	7-ELEVEN CONVENIENCE STORES
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Property Owner
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75063
Affiliation Phone:	(972) 828-7578

A3 **SHORE L N** **EDR Hist Cleaner** **1009188720**
SSE **2209 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.016 mi.
84 ft. **Site 3 of 7 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual:
419 ft.

Year:	Name:	Type:
1924	SHORE L N	CLOTHES CLEANERS PRESSERS AND DYERS

A4 **JAMIESON S J MRS** **EDR Hist Cleaner** **1009187289**
SSE **2166 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.020 mi.
108 ft. **Site 4 of 7 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual:
418 ft.

Year:	Name:	Type:
1924	JAMIESON S J MRS	CLOTHES CLEANERS PRESSERS AND DYERS

B5 **BUCH L J** **EDR Hist Cleaner** **1009188502**
SSE **2203 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.025 mi.
132 ft. **Site 1 of 11 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual:
419 ft.

Year:	Name:	Type:
1929	BUCH L J	CLOTHES PRESSERS CLEANERS AND REPAIRERS

B6
ESE
< 1/8
0.027 mi.
143 ft.

ERICKSON C W
1116 MOHAWK
LOS ANGELES, CA

Site 2 of 11 in cluster B

EDR Hist Auto **1009076900**
N/A

Relative:
Lower

Actual:
435 ft.

EDR Hist Auto

Year:	Name:	Type:
1924	ERICKSON C W	AUTOMOBILE REPAIRING

A7
SW
< 1/8
0.030 mi.
157 ft.

CHIEF AUTO PARTS NO. 25591
2202 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 5 of 7 in cluster A

HAZMAT **S123549803**
N/A

Relative:
Lower

Actual:
425 ft.

LOS ANGELES HM:

Name:	CHIEF AUTO PARTS NO. 25591
Address:	2202 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0027454
Last Run Date:	06/01/2019
Status:	INACTIVE

A8
South
< 1/8
0.033 mi.
174 ft.

CAYES AUTO PARTS
2170 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 6 of 7 in cluster A

HAZMAT **S123544652**
N/A

Relative:
Lower

Actual:
423 ft.

LOS ANGELES HM:

Name:	CAYES AUTO PARTS
Address:	2170 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009636
Last Run Date:	06/01/2019
Status:	INACTIVE

A9
South
< 1/8
0.034 mi.
178 ft.

WONG L S
2162 S SUNSET BLVD
LOS ANGELES, CA

Site 7 of 7 in cluster A

EDR Hist Cleaner **1009191350**
N/A

Relative:
Lower

Actual:
420 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1942	WONG L S	LAUNDRIES ORIENTAL

B10 **UST** **U004301158**
South **2154-56 SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.037 mi.
195 ft. **Site 3 of 11 in cluster B**

Relative:
Lower

Actual:
413 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2154-56 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

B11 **LAFD - FIRE STATION 20** **UST** **U003879636**
SSE **2144 W SUNSET BLVD** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.040 mi.
210 ft. **Site 4 of 11 in cluster B**

Relative:
Lower

Actual:
417 ft.

UST:

Name:	LOS ANGELES FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	25064
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.0786263
Longitude:	-118.2638424

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0003885
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.07739
Longitude:	-118.26521

LOS ANGELES UST:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0003885
Last Run Date:	06/01/2019
Status:	ACTIVE

SWEEPS UST:

Name:	LOS ANGELES FIRE STATION 20
Address:	2144 W SUNSET BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	2617
Number:	Not reported
Board Of Equalization:	44-012042
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002617-000001
Tank Status:	Not reported

LAFD - FIRE STATION 20 (Continued) **U003879636**

Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	1

Name:	LOS ANGELES FIRE STATION 20
Address:	2144 W SUNSET BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	2617
Number:	4
Board Of Equalization:	44-012042
Referral Date:	10-01-92
Action Date:	04-01-94
Created Date:	02-29-88
Owner Tank Id:	000002617
SWRCB Tank Id:	19-050-002617-000002
Tank Status:	A
Capacity:	2000
Active Date:	10-01-92
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	1

B12 **FIRE STATION 20** **CERS HAZ WASTE** **S101617300**
SSE **2144 W SUNSET BLVD** **HIST UST** **N/A**
< 1/8 **LOS ANGELES, CA 90026** **CA FID UST**
0.040 mi. **CERS TANKS**
210 ft. **Site 5 of 11 in cluster B** **HAZNET**
HAZMAT
Relative: **CERS**
Lower
Actual:
417 ft.

CERS HAZ WASTE:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	278006
CERS ID:	10242106
CERS Description:	Hazardous Waste Generator

HIST UST:

Name:	FIRE STATION 20
Address:	2144 SUNSET BL
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	00027114
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027114.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported

FIRE STATION 20 (Continued) **S101617300**

Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19024408
Regulated By:	UTNKA
Regulated ID:	00047442
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134855846
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CERS TANKS:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	278006
CERS ID:	10242106
CERS Description:	Underground Storage Tank

HAZNET:

Name:	CITY OF LA GENERAL SERVICES
Address:	2144 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2017
GEPAID:	CAD981962640
Contact:	EMMANUEL AMESI
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E FIRST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Tons:	0.4

FIRE STATION 20 (Continued) **S101617300**

CA Waste Code: 223-Unspecified oil-containing waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CITY OF LA GENERAL SERVICES
Address: 2144 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2017
GEPAID: CAD981962640
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: Not reported
CA Waste Code: -
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CITY OF LA GENERAL SERVICES
Address: 2144 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2017
GEPAID: CAD981962640
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: AZD049318009
TSD County: 99
Tons: 0.125
CA Waste Code: 181-Other inorganic solid waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CITY OF LA GENERAL SERVICES
Address: 2144 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2017
GEPAID: CAD981962640
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: 0.05

FIRE STATION 20 (Continued) **S101617300**

CA Waste Code:	331-Off-specification, aged or surplus organics
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	CITY OF LA GENERAL SERVICES
Address:	2144 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2007
GEPAID:	CAD981962640
Contact:	EMMANUEL AMESI
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E FIRST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	AZC950823111
TSD County:	99
Tons:	1.6
CA Waste Code:	151-Asbestos containing waste
Method:	H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0003885
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	278006
CERS ID:	10242106
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	278006
Site Name:	LAFD - FIRE STATION 20
Violation Date:	06-03-2015
Citation:	HSC 6.7 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25286
Violation Description:	Failure to obtain and maintain a valid Board of Equalization account number.
Violation Notes:	Returned to compliance on 06/25/2015. OBSERVATION: Facility does not have a valid BOE number. CORRECTIVE ACTION: Obtain, submit, and maintain a valid Board of Equalization account number.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

FIRE STATION 20 (Continued) **S101617300**

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286
Violation Description: Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.
Violation Notes: Returned to compliance on 07/31/2019. OBSERVATION: Owner/Operator did not obtain and/or maintain a valid Operating Permit from the CUPA, and/or failed to pay permit fees. CORRECTIVE ACTION: Obtain and maintain a valid Operating Permit from the CUPA and/or pay all past due permit fees. *** Mr. Sullivan, can you please correct the following: 1)Can you please indicate "2000 gallons" for the Tank Capacity in Gallons within the Operating Permit Application. There is a metal stamped plate on site indicating this as well as the system system set up ***
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-03-2015
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to submit, obtain approval, or maintain a complete/accurate response plan.
Violation Notes: Returned to compliance on 06/25/2015. OBSERVATION: Owner/Operator did not submit and/or maintain an approved response plan. CORRECTIVE ACTION: Submit and maintain an approved response plan.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-13-2018
Citation: HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description: Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes: Returned to compliance on 06/13/2018.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-14-2016
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to have a UST Monitoring Plan available on site.
Violation Notes: Returned to compliance on 06/13/2018. OBSERVATION: MONITORING PLAN SUBMITTED TO CERS IS NOT COMPLETE. CORRECTIVE ACTION: PLEASE SEE COMMENTS IN CERS FOR REQUIRED UPDATES TO THE MONITORING PLAN
Violation Division: Los Angeles City Fire Department
Violation Program: UST

FIRE STATION 20 (Continued) **S101617300**

Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description: Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1,?2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October?1,?2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.
Violation Notes: Returned to compliance on 06/12/2019. OBSERVATION: Owner/Operator failed to meet one or more of the requirements applicable to overfill prevention equipment. CORRECTIVE ACTION: Maintain overfill prevention system to comply with the deficiencies noted above. Submit verification. *** Mr. Sullivan, your overfill testing was due as of 10-13-2018. Please schedule with a licensed ICC Contractor to have your primary means of overfill tested. CORRECTED ON SITE 6-12-2019 BY SERVICE TECHNICIAN TAYLOR ALMEIDA ***
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)
Violation Description: Failure to have an approved UST Monitoring Plan.
Violation Notes: Returned to compliance on 07/31/2019. OBSERVATION: Facility does not have an approved Monitoring Plan. CORRECTIVE ACTION: Maintain an Approved Monitoring Plan. *** Mr. Sullivan, can you please correct the following on your Monitoring Plan: 1) Please remove the FX1V Mechanical Line Leak detector from the Pipe Monitoring Section. You have a suction system and do not have any leak detectors installed on site ***
Violation Division: Los Angeles City Fire Department

FIRE STATION 20 (Continued) **S101617300**

Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: 23 CCR 16 2632(d)(1)(c),2641(h),2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(c),2641(h),2711(a)(8)
Violation Description: Failure to submit or maintain a current facility plot plan.
Violation Notes: Returned to compliance on 07/31/2019. OBSERVATION: Owner/Operator did not maintain and/or submit a current facility plot plan. CORRECTIVE ACTION: Maintain and/or submit a current facility plot plan. *** Mr. Sullivan, can you please add the following to your site plot plan in CERS: 1) Leak Detection Sensor Model Numbers 2) Overfill Audible/Visual Alarm 3) Piping runs for product and vent lines ***
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-14-2016
Citation: 23 CCR 16 2632(d)(1)(C), 2641(h), 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(C), 2641(h), 2711(a)(8)
Violation Description: Failure to submit or update a plot plan.
Violation Notes: Returned to compliance on 06/13/2018. OBSERVATION: SITE PLAN SUBMITTED TO CERS IS MISSING REQUIRED ELEMENTS FOR A UST SITE PLAN CORRECTIVE ACTION: ADD MISSING ELEMENTS TO UST SITE PLAN AND RESUBMIT
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-19-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: VERIFIED HMBP SUBMITTAL INTO PORTAL. REVIEWED INVENTORY W FFPM DAN APODACA. ADDED 55 GAL DRUMS OF USED FILTERS AND LUBE OIL.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-19-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: WIT MC & SB TEST BY ERIK FROM CLEAN FUELS. SUCTION SYSTEM
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-25-2019
Violations Found: No

FIRE STATION 20 (Continued) **S101617300**

Eval Type:	Other, not routine, done by local agency
Eval Notes:	Reviewed and attached 2019 Mon Cert, spill bucket and overfill inspection results. Reviewed CERS and open violations.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	07-27-2018
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Reviewed and attached FS 20 MC test results. No open violations.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-21-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Cpt. Garnica, "B" Shift
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	12-22-2015
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	John Garnica Jr, Captain II
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	06-03-2015
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	MC conducted by Erik Blankenbiller of Clean Fuels
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-03-2015
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Permission to inspect granted by Travis Hill. MC testing conducted by Erik Blankenbiller of Clean Fuels.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-12-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency

FIRE STATION 20 (Continued) **S101617300**

Eval Notes: LAFD CUPA Inspector Yoshihashi, on site 6-12-2019 to conduct routine inspection of your underground storage tank. Consent to enter, inspect and take photographs was given on this date by FF/PM Landon Rupright, E-11 Moved up for E-20. Monitoring system certification WAS conducted at this time. Monitoring certification was performed by Taylor Almeida of Clean Fuels. Tester provided the following certifications: Taylor Almeida of Clean Fuels ICC: 8372585 EXP:2/23/2020 VR: B45968 TLS-3XX Tech Recert. 8/12/19 The UST monitoring panel showed T2: Delivery Needed. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-13-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Captain Douglas Lewis Monitoring system certification was conducted at this time. Monitoring certification was performed by Taylor Almeida of Clean Fuels VR: B45968 TLS-3XX Tech Recert. 8/12/19 ICC: 8372585 EXP:2/23/2020 VMI: LDT-890 #3585 EXP:06/03/2019 VMI MLLD #3858 EXP: Omntec: #120117TA EXP:12/1/19 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner:LAFD FS 20 Tank Owner/ [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-14-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Kurt Corral LAFD, onsite this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by the acting station commander. Monitoring system certification was conducted at this time. Monitoring certification was performed by Eric Blankenbiller, Clean Fuels. Tester provided the following certifications: ICC Tech #5102767 Exp: 1/11/2018 Veeder-Root #A20929 Exp: 9/27/2017 VMI #3041 Exp: 3/27/2018 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The

FIRE STATION 20 (Continued) **S101617300**

spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Ensure submittal of monitor certification [Truncated]

Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-15-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-15-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Lawrence Kim with the LAFD, onsite 2144 W SUNSET BLVD ? LAFD 20 to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by LAFD MONITOR CERTIFICATION & SB989 were conducted at this time. Monitoring certification & SB989 were performed by RICHARD BLANKENBILLER WITH CLEAN FUELS Tester provided the following certifications: RICHARD BLANKENBILLER ICC: A20929 EXP: 1-11-18 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Ensure submittal of monitor certification test results within 30 days [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-19-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: FACILITY INSPECTION. REVIEWED UST BOOK. OBSERVED SENSORS PLACED PROPERLY TO DETECT LEAK AT EARLIEST POSSIBLITY. SUMPS AND UDC'S FREE OF LIQUID. VEEDER ROOT NOT IN ALARM. NO VIOLATIONS NOTED.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 278006
Facility Name: LAFD - FIRE STATION 20
Env Int Type Code: HWG
Program ID: 10242106
Coord Name: Not reported

FIRE STATION 20 (Continued) **S101617300**

Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.077390
Longitude:	-118.265210

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	Jonathan Wong/Brett L. Poole
Entity Title:	FIREFIGHTER/Consultant
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Parent Corporation
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Environmental Contact
Entity Name:	CAPTAIN
Entity Title:	Not reported
Affiliation Address:	2144 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	LAFD - FIRE STATION 20
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 485-6220

Affiliation Type Desc:	Property Owner
Entity Name:	CITY OF LA GENERAL SERVICES
Entity Title:	Not reported
Affiliation Address:	111 E 1ST ST
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90012
Affiliation Phone:	(213) 928-9555

Affiliation Type Desc:	UST Tank Operator
Entity Name:	LAFD - FIRE STATION 20

FIRE STATION 20 (Continued) **S101617300**

Entity Title:	Not reported
Affiliation Address:	2144 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 485-6220

Affiliation Type Desc:	UST Tank Owner
Entity Name:	GSD, FUEL SERVICES AND ENVIRONMENTAL LIASON
Entity Title:	Not reported
Affiliation Address:	111 E FIRST ST 6TH FL
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3781

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Legal Owner
Entity Name:	CITY OF LA-LAFD
Entity Title:	Not reported
Affiliation Address:	200 N MAIN ST 16TH FL
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90012
Affiliation Phone:	(213) 485-6220

Affiliation Type Desc:	UST Permit Applicant
Entity Name:	JONATHAN WONG
Entity Title:	PLUMBING SUPERVISOR
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 978-3781

Affiliation Type Desc:	UST Property Owner Name
Entity Name:	LAFD - FIRE STATION 20
Entity Title:	Not reported
Affiliation Address:	2144 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 485-6220

FIRE STATION 20 (Continued) **S101617300**

Affiliation Type Desc:	Document Preparer
Entity Name:	Jonathan Wong/Brett L. Poole
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2144 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

B13 **LOS ANGELES FIRE STATION 20** **RCRA-SQG** **1000229446**
SSE **2144 SUNSET BLVD** **FINDS** **CAD981962640**
< 1/8 **LOS ANGELES, CA 90026** **ECHO**
0.040 mi.
210 ft. **Site 6 of 11 in cluster B**

Relative:
Lower

Actual:
417 ft.

RCRA-SQG:

Date form received by agency:	1987-03-09 00:00:00.0
Facility name:	LA FIRE STATION 20
Facility address:	2144 SUNSET BLVD LOS ANGELES, CA 90026
EPA ID:	CAD981962640
Mailing address:	200 N MAIN RM EIGHTH HUNDRED C LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2144 SUNSET BLVD ECHO PARK, CA 90012
Contact country:	US
Contact telephone:	213-485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported

LOS ANGELES FIRE STATION 20 (Continued) **1000229446**

Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: CITY OF LA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110006474314

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

LOS ANGELES FIRE STATION 20 (Continued) **1000229446**

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000229446
Registry ID:	110006474314
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110006474314

B14 **FIRE STATION 20** **HIST UST** **U001561155**
SSE **2144 W SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.040 mi.
210 ft. **Site 7 of 11 in cluster B**

Relative:
Lower

Actual:
417 ft.

HIST UST:

Name:	FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000047442
Facility Type:	Other
Other Type:	FIRE STATION
Contact Name:	Not reported
Telephone:	2134856220
Owner Name:	CITY OF LOS ANGELES
Owner Address:	200 N. MAIN ST
Owner City,St,Zip:	LOS ANGELES, CA 90012
Total Tanks:	0001
Tank Num:	001
Container Num:	F520-1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

B15 **MELTZER DORA** **EDR Hist Cleaner** **1009190004**
SE **2143 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.065 mi.
345 ft. **Site 8 of 11 in cluster B**

Relative:
Lower

Actual:
419 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1933	MELTZER DORA	CLOTHES PRESSERS AND CLEANERS

B16 SE < 1/8 0.078 mi. 410 ft. | **BUCH L J** | **EDR Hist Cleaner** | **1009192375** | **N/A**

2134 S SUNSET BLVD
LOS ANGELES, CA

Site 9 of 11 in cluster B

Relative: Lower

Actual: 412 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1933	BUCH L J	CLOTHES PRESSERS AND CLEANERS
1937	BUCH LEO	CLOTHES PRESSERS AND CLEANERS

B17 SE < 1/8 0.078 mi. 410 ft. | **CHIPOTLE MEXICAN GRILL #3062** | **HAZMAT CERS** | **S123520522** | **N/A**

2134 W SUNSET BLVD STE F
LOS ANGELES, CA 90026

Site 10 of 11 in cluster B

Relative: Lower

Actual: 412 ft.

LOS ANGELES HM:

Name:	CHIPOTLE MEXICAN GRILL #3062
Address:	2134 W SUNSET BLVD STE F
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0040508
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	CHIPOTLE MEXICAN GRILL #3062
Address:	2134 W SUNSET BLVD STE F
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	432904
CERS ID:	10754953
CERS Description:	Chemical Storage Facilities

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	Kim Oganesyan
Entity Title:	Not reported
Affiliation Address:	1401 Wynkoop Street, Suite 500
Affiliation City:	Denver
Affiliation State:	CO
Affiliation Country:	Not reported
Affiliation Zip:	80202
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1401 Wynkoop Street, Suite 500
Affiliation City:	Denver
Affiliation State:	CO
Affiliation Country:	Not reported
Affiliation Zip:	80202
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles

CHIPOTLE MEXICAN GRILL #3062 (Continued) **S123520522**

Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Identification Signer
Entity Name:	CC duran
Entity Title:	Licensing Coordinator
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	Chipotle Mexican Grill, Inc
Entity Title:	Not reported
Affiliation Address:	1401 Wynkoop Street, Suite 500
Affiliation City:	Denver
Affiliation State:	CO
Affiliation Country:	United States
Affiliation Zip:	80202
Affiliation Phone:	(303) 222-2524

Affiliation Type Desc:	Document Preparer
Entity Name:	CC duran
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	Chipotle Mexican Gill #3062
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 989-6914

Affiliation Type Desc:	Parent Corporation
Entity Name:	Chipotle Mexican Grill
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

B18 SSE < 1/8 0.078 mi. 410 ft. | **CENTRAL REGION ELEMENTARY SCHOOL NO 14**
1018 N MOHAWK ST
LOS ANGELES, CA 90026

Site 11 of 11 in cluster B

RCRA-LQG | **1010313690**
CAR000176800

Relative: Lower
Actual: 405 ft.

RCRA-LQG:

Date form received by agency:	2006-08-15 00:00:00.0
Facility name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Facility address:	1018 N MOHAWK ST LOS ANGELES, CA 90026
EPA ID:	CAR000176800
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	2006-08-14 00:00:00.0
Owner/Op end date:	Not reported
Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District

CENTRAL REGION ELEMENTARY SCHOOL NO 14 (Continued) **1010313690**

Owner/Operator Type: Owner
Owner/Op start date: 2006-08-14 00:00:00.0
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

C19
SE
< 1/8
0.096 mi.
506 ft.

BEAGLE H K **EDR Hist Auto** **1009080720**
2112 S SUNSET BLVD **N/A**
LOS ANGELES, CA

Site 1 of 21 in cluster C

Relative:
Lower

EDR Hist Auto

Actual:
418 ft.

Year:	Name:	Type:
1937	BEAGLE H K	AUTOMOBILE REPAIRING

C20
SE
< 1/8
0.103 mi.
543 ft.

CLEARY J K **EDR Hist Auto** **1009079857**
2110 S SUNSET BLVD **N/A**
LOS ANGELES, CA

Site 2 of 21 in cluster C

Relative:
Lower

EDR Hist Auto

Actual:
419 ft.

Year:	Name:	Type:
1933	CLEARY J K	AUTOMOBILE REPAIRING

D21 SSE < 1/8 0.106 mi. 559 ft. | **CENTRAL REGION ES #14**
2115 MARATHON STREET
LOS ANGELES, CA 90026

Site 1 of 2 in cluster D

ENVIROSTOR SCH CERS | **S107736108 N/A**

Relative: Lower

Actual: 400 ft.

ENVIROSTOR:

Name:	CENTRAL REGION ES #14
Address:	2115 MARATHON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60000074
Status:	Certified
Status Date:	02/04/2010
Site Code:	304496
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	3.35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Angela Garcia
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	51
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.0764
Longitude:	-118.265
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Benzene Lead Tetrachloroethylene (PCE Chloroform
Confirmed COC:	30003-NO 30022-NO 30136-NO Lead
Potential Description:	SOIL
Alias Name:	LAUSD-PRPSD CENTRAL REGION ES #14 SITE
Alias Type:	Alternate Name
Alias Name:	110033619403
Alias Type:	EPA (FRS #)
Alias Name:	304496
Alias Type:	Project Code (Site Code)
Alias Name:	60000074
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/26/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	06/15/2007
Comments:	NOE was drafted prior to start of public comment period
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CENTRAL REGION ES #14 (Continued) **S107736108**

Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/08/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/10/2005
Comments: SSI for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 02/08/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/23/2006
Comments: DTSC approved SSI with no further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/30/2006
Comments: DTSC issued a Further Action determination based on the Supplemental Site Investigation report. DTSC requested removal of lead contaminated soil

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 08/09/2006
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/15/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 04/23/2007
Comments: Approved the fact sheet and public notice for public comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets

CENTRAL REGION ES #14 (Continued) **S107736108**

Completed Date: 04/20/2007
Comments: Approved the Fact sheet and public notice for public comment period from April 26, 2007 through May 25, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/19/2009
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2009
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: CENTRAL REGION ES #14
Address: 2115 MARATHON STREET
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 60000074
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 3.35
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Angela Garcia
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304496

CENTRAL REGION ES #14 (Continued) **S107736108**

Assembly:	51
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	02/04/2010
Restricted Use:	NO
Funding:	School District
Latitude:	34.0764
Longitude:	-118.265
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Benzene, Lead, Tetrachloroethylene (PCE, Chloroform
Confirmed COC:	30003-NO, 30022-NO, 30136-NO, Lead
Potential Description:	SOIL
Alias Name:	LAUSD-PRPSD CENTRAL REGION ES #14 SITE
Alias Type:	Alternate Name
Alias Name:	110033619403
Alias Type:	EPA (FRS #)
Alias Name:	304496
Alias Type:	Project Code (Site Code)
Alias Name:	60000074
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/26/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	06/15/2007
Comments:	NOE was drafted prior to start of public comment period
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	04/08/2005
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/10/2005
Comments:	SSI for data gaps.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Workplan
Completed Date:	02/08/2006

CENTRAL REGION ES #14 (Continued) **S107736108**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/23/2006
Comments: DTSC approved SSI with no further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/30/2006
Comments: DTSC issued a Further Action determination based on the Supplemental Site Investigation report. DTSC requested removal of lead contaminated soil

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 08/09/2006
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/15/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 04/23/2007
Comments: Approved the fact sheet and public notice for public comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 04/20/2007
Comments: Approved the Fact sheet and public notice for public comment period from April 26, 2007 through May 25, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/19/2009

CENTRAL REGION ES #14 (Continued) **S107736108**

Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2009
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: CENTRAL REGION ES #1
Address: 2115 MARATHON STREET
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 335909
CERS ID: 60000074
CERS Description: School Cleanup

Affiliation:
Affiliation Type Desc: Lead Project Manager
Entity Name: ANGELA GARCIA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: COMMERCE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Supervisor
Entity Name: SHAHIR HADDAD
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

C22 SE < 1/8 0.109 mi. 578 ft. — **WESTLING M R**, **1035 N ALVARADO ST**, **LOS ANGELES, CA** — **EDR Hist Auto** — **1009078492** / **N/A**

Site 3 of 21 in cluster C

Relative: Lower
Actual: 422 ft.

EDR Hist Auto

Year:	Name:	Type:
1929	WESTLING M R	AUTOMOBILE REPAIRING AND SERVICE STATIONS

C23 SE < 1/8 0.113 mi. 598 ft. — **ROBINSON L J**, **1031 N ALVARADO ST**, **LOS ANGELES, CA** — **EDR Hist Cleaner** — **1009189303** / **N/A**

Site 4 of 21 in cluster C

Relative: Lower
Actual: 422 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1942	ROBINSON L J	LAUNDRIES HAND

C24 ESE < 1/8 0.115 mi. 607 ft. — **ENCORE CLEANERS**, **2103 SUNSET BLVD**, **LOS ANGELES, CA 90026** — **DRYCLEANERS** — **S121696997** / **N/A**

Site 5 of 21 in cluster C

Relative: Lower
Actual: 419 ft.

DRYCLEAN SOUTH COAST:

Name:	ENCORE CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	22417
Application Number:	C29956
Permit Number:	M19703
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

Name:	ENCORE CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	22417
Application Number:	Z02836
Permit Number:	M14993
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE

ENCORE CLEANERS (Continued) **S121696997**

CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

C25 **ENCORE CLEANERS** **EDR Hist Cleaner** **1018570472**
ESE **2103 SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 6 of 21 in cluster C**

Relative: EDR Hist Cleaner
Lower

Actual:
419 ft.

Year:	Name:	Type:
1979	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1979	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1980	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1982	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1983	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1985	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1986	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1986	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1987	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1987	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1988	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1988	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1989	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1989	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1990	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1990	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1991	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1991	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1992	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1992	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1993	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1993	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1994	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1994	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1995	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1995	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
2002	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2003	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2004	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2005	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2006	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2007	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2008	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2009	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2010	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2011	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2012	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2013	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2014	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC

C26 ESE < 1/8 0.115 mi. 607 ft. | **KING CLEANERS 2103 W SUNSET BLVD LOS ANGELES, CA 90026** | **CERS HAZ WASTE DRYCLEANERS** | **S121693747 N/A**

Site 7 of 21 in cluster C

Relative: Lower

Actual: 419 ft.

CERS HAZ WASTE:

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	127934
CERS ID:	10252618
CERS Description:	Hazardous Waste Generator

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-03-2018
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Consent given by Erica.
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-13-2015
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Miguel Mendoza, Owner
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Coordinates:

Site ID:	127934
Facility Name:	KING CLEANERS
Env Int Type Code:	HWG
Program ID:	10252618
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.077630
Longitude:	-118.263690

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Parent Corporation
Entity Name:	KING CLEANERS
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported

KING CLEANERS (Continued) **S121693747**

Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2103 W SUNSET BL
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

DRYCLEAN SOUTH COAST:

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	314083
Permit Number:	D97943
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156
Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	343157
Permit Number:	F16073
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156
Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	468368
Permit Number:	F90534

KING CLEANERS (Continued) **S121693747**

Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	504186
Permit Number:	G6409
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156

C27 **KINGS CLEANER** **RCRA NonGen / NLR** **1024813097**
ESE **2103 W SUNSET BLVD** **CAL000302486**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 8 of 21 in cluster C**

Relative:
Lower

Actual:
419 ft.

RCRA NonGen / NLR:

Date form received by agency:	2006-01-20 00:00:00.0
Facility name:	KINGS CLEANER
Facility address:	2103 W SUNSET BLVD LOS ANGELES, CA 90026-0000
EPA ID:	CAL000302486
Contact:	MIGUEL MENDOZA
Contact address:	2103 W SUNSET BLVD LOS ANGELES, CA 90026
Contact country:	Not reported
Contact telephone:	213-484-1386
Contact email:	KINGS2103@SBCGLOBAL.NET
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MIGUEL MENDOZA
Owner/operator address:	1045 DEXTER ST LOS ANGELES, CA 90042
Owner/operator country:	Not reported
Owner/operator telephone:	323-352-4969
Owner/operator email:	Not reported

KINGS CLEANER (Continued) **1024813097**

Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	MIGUEL MENDOZA
Owner/operator address:	2103 W SUNSET BLVD LOS ANGELES, CA 90026
Owner/operator country:	Not reported
Owner/operator telephone:	213-484-1386
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

C28 **KING CLEANERS** **DRYCLEANERS** **S121698709**
ESE **2103 W SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 9 of 21 in cluster C**

Relative:
Lower

Actual:
419 ft.

DRYCLEAN SOUTH COAST:

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	58550
Application Number:	161220
Permit Number:	M60665
Status:	O
Representative Name:	GRACE MONTES
Representative Telephone:	213 4841386
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE

KING CLEANERS (Continued) **S121698709**

CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.3999939
UTM North:	3771.3000488
Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	58550
Application Number:	245131
Permit Number:	D62947
Status:	O
Representative Name:	GRACE MONTES
Representative Telephone:	213 4841386
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.3999939
UTM North:	3771.3000488

C29 **S & H DRY CLEANERS** **DRYCLEANERS** **S121698008**
ESE **2103 SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 10 of 21 in cluster C**

Relative:
Lower
Actual:
419 ft.

DRYCLEAN SOUTH COAST:

Name:	S & H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	46746
Application Number:	150800
Permit Number:	M55283
Status:	O
Representative Name:	HAVIER GARCIA
Representative Telephone:	213 0000000
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	0
UTM North:	0

C30 **KING CLEANER** **RCRA-SQG** **1000231717**
ESE **2103 SUNSET BLVD** **HAZNET** **CAD982041519**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 11 of 21 in cluster C**

Relative:
Lower
Actual:
419 ft.

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	KING CLEANER
Facility address:	2103 SUNSET BLVD

KING CLEANER (Continued) **1000231717**

	LOS ANGELES, CA 90026
EPA ID:	CAD982041519
Mailing address:	SUNSET BLVD
	LOS ANGELES, CA 90026
Contact:	Not reported
Contact address:	Not reported
	Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	GRACE MONTES
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

KING CLEANER (Continued) **1000231717**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

HAZNET:
Name: KING CLEANER
Address: 2103 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2000
GEPAID: CAD982041519
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: CAD008302903
TSD County: Los Angeles
Tons: 0.1459
CA Waste Code: 741-Liquids with halogenated organic compounds >= 1,000 Mg./L
Method: R01-Recycler
Facility County: Los Angeles

C31 **KINGS CLEANER** **DRYCLEANERS** **S116735908**
ESE **2103 W SUNSET BLVD** **HAZNET** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 12 of 21 in cluster C**

Relative:
Lower

Actual:
419 ft.

DRYCLEANERS:
Name: KINGS CLEANER
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
EPA Id: CAL000302486
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 01/20/2006
Facility Active: Yes
Inactive Date: Not reported
Facility Addr2: Not reported
Owner Name: MIGUEL MENDOZA
Owner Address: 1045 DEXTER ST
Owner Address 2: Not reported
Owner Telephone: 3233524969
Contact Name: MIGUEL MENDOZA
Contact Address: 2103 W SUNSET BLVD
Contact Address 2: Not reported
Contact Telephone: 2134841386
Mailing Name: Not reported
Mailing Address 1: 2103 W SUNSET BLVD
Mailing Address 2: Not reported
Mailing City: LOS ANGELES

KINGS CLEANER (Continued) **S116735908**

Mailing State: CA
Mailing Zip: 900263124
Owner Fax: 0000000000
Region Code: 3

HAZNET:

Name: KINGS CLEANER
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2007
GEPAID: CAL000302486
Contact: MIGUEL MENDOZA
Telephone: 2134841386
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: Not reported
CA Waste Code: 134-Aqueous solution with total organic residues less than 10 percent
Method: H020-Solvents Recovery
Facility County: Los Angeles

Name: KINGS CLEANER
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2007
GEPAID: CAL000302486
Contact: MIGUEL MENDOZA
Telephone: 2134841386
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: Not reported
CA Waste Code: 213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method: H020-Solvents Recovery
Facility County: Los Angeles

Name: KINGS CLEANER
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2007
GEPAID: CAL000302486
Contact: MIGUEL MENDOZA
Telephone: 2134841386
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: 0.3251
CA Waste Code: 211-Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)

KINGS CLEANER (Continued) **S116735908**

Method: H020-Solvents Recovery
Facility County: Los Angeles

Name: KINGS CLEANER
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2006
GEPAID: CAL000302486
Contact: MIGUEL MENDOZA
Telephone: 2134841386
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: Not reported
CA Waste Code: 134-Aqueous solution with total organic residues less than 10 percent
Method: R01-Recycler
Facility County: Los Angeles

Name: KINGS CLEANER
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2006
GEPAID: CAL000302486
Contact: MIGUEL MENDOZA
Telephone: 2134841386
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: 0.2502
CA Waste Code: 211-Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Method: R01-Recycler
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

C32 **NEW ENCORE CLEANERS** **DRYCLEANERS** **S121697721**
ESE **2103 SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.115 mi.
607 ft. **Site 13 of 21 in cluster C**

Relative:
Lower

Actual:
419 ft.

DRYCLEAN SOUTH COAST:
Name: NEW ENCORE CLEANERS
Address: 2103 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 42160
Application Number: 117488
Permit Number: M35165
Status: O
Representative Name: JOE VILLANUEVA
Representative Telephone: 213 4841386

NEW ENCORE CLEANERS (Continued) **S121697721**

Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

C33 ESE < 1/8 0.115 mi. 607 ft. **S&H DRY CLEANERS**
2103 SUNSET BLVD
LOS ANGELES, CA 90026
Site 14 of 21 in cluster C

RCRA-SQG 1000111249
FINDS CAD981625916
ECHO
HAZNET

Relative: Lower
Actual: 419 ft.

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	S&H DRY CLEANERS
Facility address:	2103 SUNSET BLVD LOS ANGELES, CA 90026
EPA ID:	CAD981625916
Mailing address:	SUNSET BLVD LOS ANGELES, CA 90026
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	JANIER GARCIA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported

S&H DRY CLEANERS (Continued) **1000111249**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 1993-08-27 00:00:00.0
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110009543075

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000111249
Registry ID: 110009543075
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110009543075

S&H DRY CLEANERS (Continued) **1000111249**

HAZNET:

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	R01-Recycler
Facility County:	Los Angeles

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	0.125
CA Waste Code:	211-Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Method:	R01-Recycler
Facility County:	Los Angeles

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method:	-
Facility County:	Los Angeles

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD

S&H DRY CLEANERS (Continued) **1000111249**

City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	-
Method:	-
Facility County:	Los Angeles

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	-
Method:	R01-Recycler
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

D34 **LOPEZ TIRES, INC** **HAZNET** **S112947267**
SSE **1011 N ALVARADO ST** **HAZMAT** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.117 mi.
616 ft. **Site 2 of 2 in cluster D**

Relative:
Lower

Actual:
420 ft.

HAZNET:

Name:	LAUSD- CENTRAL REGION ES 14
Address:	1011 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2005
GEPAID:	CAC002593252
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90017
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Tons:	0.0375

LOPEZ TIRES, INC (Continued) **S112947267**

CA Waste Code: 611-Contaminated soil from site clean-up
Method: H01-Transfer Station
Facility County: Los Angeles

LOS ANGELES HM:
Name: LOPEZ TIRES, INC
Address: 1011 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0015243
Last Run Date: 06/01/2019
Status: INACTIVE

C35 **CARTER J T** **EDR Hist Auto** **1009079119**
ESE **2101 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.117 mi.
619 ft. **Site 15 of 21 in cluster C**

Relative: EDR Hist Auto
Lower
Actual:
419 ft.

Year:	Name:	Type:
1924	STIEBEL H J	AUTOMOBILE SERVICE STATIONS
1929	CARTER J T	GASOLINE AND OIL SERVICE STATION

C36 **MARINO R C** **EDR Hist Cleaner** **1009190486**
SE **1049 N ALVARADO ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.118 mi.
622 ft. **Site 16 of 21 in cluster C**

Relative: EDR Hist Cleaner
Lower
Actual:
424 ft.

Year:	Name:	Type:
1933	MARINO R C	CLOTHES PRESSERS AND CLEANERS

C37 **UST** **U004308137**
ESE **SUNSET & ALVARADO** **N/A**
< 1/8 **LOS ANGELES, CA**
0.120 mi.
634 ft. **Site 17 of 21 in cluster C**

Relative: LOS ANGELES UST:
Lower
Actual:
418 ft.

Name: Not reported
Address: SUNSET & ALVARADO
City,State,Zip: LOS ANGELES, CA
Facility ID: Not reported
Last Run Date: 01/01/1900
Status: HISTORICAL

C38 SE 1/8-1/4 0.136 mi. 716 ft. | **GEORGE & ALICE GRAZZIANI** | **HAZMAT** | **S123546432** | **N/A**
1000 N ALVARADO ST
LOS ANGELES, CA 90029

Site 18 of 21 in cluster C

Relative: Lower
Actual: 428 ft.

LOS ANGELES HM:

Name:	GEORGE & ALICE GRAZZIANI
Address:	1000 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90029
Facility ID:	FA0015741
Last Run Date:	06/01/2019
Status:	INACTIVE

C39 SE 1/8-1/4 0.143 mi. 753 ft. | **W. SERVICE** | **LUST** | **S101296875**
1016 ALVARADO ST N | **HIST CORTESE** | **N/A**
LOS ANGELES, CA 90026 | **CERS**

Site 19 of 21 in cluster C

Relative: Lower
Actual: 431 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260161
Status:	Pollution Characterization
Substance:	Hydrocarbons
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Remove Free Product
Global ID:	T0603700719
W Global ID:	W0603700547
Staff:	MB
Local Agency:	19050
Cross Street:	Not reported
Enforcement Type:	SEL
Date Leak Discovered:	Not reported
Date Leak First Reported:	9/12/1990
Date Leak Record Entered:	12/13/1990
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	7/31/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	Spill
Leak Source:	Tank
Operator:	Not reported
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	722.3154847862413860448827890 2
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	9/12/1990
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	11/26/1996
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported

W. SERVICE (Continued) **S101296875**

Historical Max MTBE Date:	3/19/2002
Hist Max MTBE Conc in Groundwater:	1000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	<
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	WALTER KURTIN
RP Address:	1016 N. ALVARADO
Program:	LUST
Lat/Long:	34.0765368 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	#27772 LOCATED 2 MILES E. GW AT 30'BGS. ; 10/17/97 - LOC FOR 1QMR, GW AT SITE FLOWS E. RP GRANTED REPEATED EXTENSIONS.; 9/28/00 WELL INSTALL. & 3RD QTR GW MON RPT; 12/6/00 WP FOR ADDL SOIL AND GW ASSESS; 1/15/01 QTRLY M

LUST:

Name:	W. SERVICE
Address:	1016 ALVARADO ST N
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700719
Global Id:	T0603700719
Latitude:	34.0765368
Longitude:	-118.2639389
Status:	Completed - Case Closed
Status Date:	07/10/2009
Case Worker:	MB
RB Case Number:	900260161
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

LUST:

Global Id:	T0603700719
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700719
Contact Type:	Regional Board Caseworker
Contact Name:	MAGDY BAIADY

W. SERVICE (Continued) **S101296875**

Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

LUST:

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 11/22/2005
Action: Soil and Water Investigation Report

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: Other
Date: 09/12/1990
Action: Leak Reported

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

W. SERVICE (Continued) **S101296875**

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/07/2009
Action: Request for Closure

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: ENFORCEMENT
Date: 07/10/2009
Action: Closure/No Further Action Letter

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: ENFORCEMENT
Date: 01/18/2000
Action: Staff Letter

Global Id: T0603700719
Action Type: RESPONSE

W. SERVICE (Continued) **S101296875**

Date: 10/29/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603700719
Status: Open - Case Begin Date
Status Date: 09/12/1990

Global Id: T0603700719
Status: Open - Site Assessment
Status Date: 09/12/1990

Global Id: T0603700719
Status: Open - Site Assessment
Status Date: 11/26/1996

Global Id: T0603700719
Status: Completed - Case Closed
Status Date: 07/10/2009

HIST CORTESE:
edr_fname: W. SERVICE
edr_fadd1: 1016 ALVARADO
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260161

CERS:
Name: W. SERVICE
Address: 1016 ALVARADO ST N
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 237920
CERS ID: T0603700719
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF

W. SERVICE (Continued) **S101296875**

Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MAGDY BAIADY - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766699

C40 **W SERVICE** **HAZNET** **S113040240**
SE **1016 N ALVARADO ST** **HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.143 mi.
753 ft. **Site 20 of 21 in cluster C**

Relative:
Lower

Actual:
431 ft.

HAZNET:

Name:	W SERVICE
Address:	1016 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2008
GEPAID:	CAL000046102
Contact:	WALTER KURTIN OWNER
Telephone:	2134837873
Mailing Name:	Not reported
Mailing Address:	1016 N ALVARADO ST
Mailing City,St,Zip:	LOS ANGELES, CA 900260000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	1.5792
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

Name:	W SERVICE
Address:	1016 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2007
GEPAID:	CAL000046102
Contact:	WALTER KURTIN OWNER
Telephone:	2134837873
Mailing Name:	Not reported
Mailing Address:	1016 N ALVARADO ST
Mailing City,St,Zip:	LOS ANGELES, CA 900260000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles

W SERVICE (Continued) **S113040240**

Tons: 1.5582
CA Waste Code: 134-Aqueous solution with total organic residues less than 10 percent
Method: H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

Name: W SERVICE
Address: 1016 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2000
GEPAID: CAL000046102
Contact: WALTER KURTIN OWNER
Telephone: 2134837873
Mailing Name: Not reported
Mailing Address: 1016 N ALVARADO ST
Mailing City,St,Zip: LOS ANGELES, CA 900260000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 0.1251
CA Waste Code: 213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method: T01-Treatment, Tank
Facility County: Los Angeles

Name: W SERVICE
Address: 1016 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900260000
Year: 1998
GEPAID: CAL000046102
Contact: WALTER KURTIN OWNER
Telephone: 2134837873
Mailing Name: Not reported
Mailing Address: 1016 N ALVARADO ST
Mailing City,St,Zip: LOS ANGELES, CA 900260000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Tons: 0.168
CA Waste Code: 135-Unspecified aqueous solution
Method: R01-Recycler
Facility County: Los Angeles

LOS ANGELES HM:
Name: W SERVICE
Address: 1016 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0004256
Last Run Date: 06/01/2019
Status: INACTIVE

C41 SE 1/8-1/4 0.143 mi. 753 ft. | **W. SERVICE**
1016 N ALVARADO ST
LOS ANGELES, CA 90026
Site 21 of 21 in cluster C | **SWEEPS UST**
CA FID UST | **S101583168**
N/A

Relative: Lower
Actual: 431 ft.

SWEEPS UST:

Name:	W. SERVICE
Address:	1016 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7530
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19002912
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134837873
Mail To:	Not reported
Mailing Address:	1016 N ALVARADO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

E42 ESE 1/8-1/4 0.143 mi. 755 ft. | **SUNSET EAST CAR WASH**
2028 W SUNSET BLVD
LOS ANGELES, CA 90026
Site 1 of 11 in cluster E | **UST** | **U004306040**
N/A

Relative: Lower
Actual: 422 ft.

LOS ANGELES UST:

Name:	SUNSET EAST CAR WASH
Address:	2028 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009635
Last Run Date:	06/03/2019
Status:	INACTIVE

E43 ESE 1/8-1/4 0.143 mi. 755 ft. | **SUNSET CAR WASH**
2028 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 2 of 11 in cluster E

RCRA NonGen / NLR | **1024827286**
CAL000356499

Relative: Lower

Actual: 422 ft.

RCRA NonGen / NLR:

Date form received by agency:	2010-09-03 00:00:00.0
Facility name:	SUNSET CAR WASH
Facility address:	2028 W SUNSET BLVD LOS ANGELES, CA 90026-3123
EPA ID:	CAL000356499
Contact:	PHILLIP LEE
Contact address:	2028 W SUNSET BLVD LOS ANGELES, CA 90026
Contact country:	Not reported
Contact telephone:	213-353-4600
Contact email:	2028SUNSET@GMAIL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	PHILLIP LEE
Owner/operator address:	2028 W SUNSET BLVD LOS ANGELES, CA 90026
Owner/operator country:	Not reported
Owner/operator telephone:	213-353-4600
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	SUNSET CAR WASH LLC
Owner/operator address:	2028 W SUNSET BLVD LOS ANGELES, CA 90026
Owner/operator country:	Not reported
Owner/operator telephone:	213-353-4600
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No

SUNSET CAR WASH (Continued) **1024827286**

Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

E44 ESE 1/8-1/4 0.143 mi. 755 ft. **SUNSET CARWASH 2028 SUNSET BLVD LOS ANGELES, CA 90026** **LUST Cortese HIST CORTESE CERS** **S101297267 N/A**

Site 3 of 11 in cluster E

Relative: Lower

Actual: 422 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260152
Status:	Pollution Characterization
Substance:	Hydrocarbons
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700718
W Global ID:	W0603700547
Staff:	MB
Local Agency:	19050
Cross Street:	ALVARADO ST
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	1/29/1991
Date Leak Record Entered:	2/19/1991
Date Confirmation Began:	10/23/1989
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	6/27/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	OLD CASE #022191-04
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1135.3542206741819671411482008
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	8/23/1990
Pollution Characterization Began:	1/7/1991
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	4/27/1999
Hist Max MTBE Conc in Groundwater:	5495
Hist Max MTBE Conc in Soil:	.6

SUNSET CARWASH (Continued) **S101297267**

Significant Interim Remedial Action Taken: No
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: ROGER SONG
RP Address: 5725 CRESTVILLE
Program: LUST
Lat/Long: 34.0776327 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: LA FOREBAY, TANKS REMOVED 1990, ESTGW FLO SW. #2772E LOC. 2 MI.E.; 6/15/99 SUBSURFACE INVESTIGATION REPORT

LUST:
Name: SUNSET CARWASH
Address: 2028 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700718
Global Id: T0603700718
Latitude: 34.0773461108236
Longitude: -118.26313318109
Status: Open - Remediation
Status Date: 07/16/2008
Case Worker: MB
RB Case Number: 900260152
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

LUST:
Global Id: T0603700718
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700718
Contact Type: Regional Board Caseworker
Contact Name: MAGDY BAIADY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

SUNSET CARWASH (Continued) **S101297267**

LUST:

Global Id:	T0603700718
Action Type:	RESPONSE
Date:	04/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	08/15/2011
Action:	Remedial Progress Report
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	07/15/2011
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	07/15/2015
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	01/15/2016
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	07/15/2018
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	08/16/2017
Action:	Well Installation Report
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	02/15/2018
Action:	Pilot Study / Treatability Workplan
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	10/15/2017
Action:	Monitoring Report - Semi-Annually
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	01/17/2012
Action:	Remedial Progress Report
Global Id:	T0603700718
Action Type:	RESPONSE
Date:	01/17/2012
Action:	Remedial Progress Report
Global Id:	T0603700718

SUNSET CARWASH (Continued) **S101297267**

Action Type: RESPONSE
Date: 01/17/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/17/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: REMEDIATION
Date: 01/29/2009
Action: Dual Phase Extraction

Global Id: T0603700718
Action Type: REMEDIATION
Date: 01/29/2009
Action: Dual Phase Extraction

Global Id: T0603700718
Action Type: REMEDIATION
Date: 05/01/2006
Action: Free Product Removal

Global Id: T0603700718
Action Type: Other
Date: 01/29/1991
Action: Leak Reported

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/26/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 03/18/2008
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/16/2012

SUNSET CARWASH (Continued) **S101297267**

Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/23/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 08/22/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 12/03/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/12/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 03/29/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 07/23/2008
Action: Staff Letter

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/06/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

SUNSET CARWASH (Continued) **S101297267**

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/15/2010
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/23/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/17/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 05/09/2016
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: RESPONSE
Date: 06/26/2009
Action: Well Installation Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 06/08/2007
Action: Interim Remedial Action Plan

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/19/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/04/2013
Action: Site Assessment Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 02/21/2014
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE

SUNSET CARWASH (Continued) **S101297267**

Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/27/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/27/2009
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2009
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 03/27/2015
Action: Interim Remedial Action Plan

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 03/30/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 08/13/2009
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

SUNSET CARWASH (Continued) **S101297267**

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 06/26/2009
Action: Pilot Study/ Treatability Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 06/16/2011
Action: Staff Letter

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 04/23/2012
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/06/2015
Action: Site Assessment Report

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 05/25/2005
Action: * No Action

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 04/23/2015
Action: Staff Letter

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2011
Action: Remedial Progress Report

LUST:
Global Id: T0603700718
Status: Open - Case Begin Date
Status Date: 10/23/1989

Global Id: T0603700718
Status: Open - Site Assessment

SUNSET CARWASH (Continued) **S101297267**

Status Date: 10/23/1989

Global Id: T0603700718
Status: Open - Site Assessment
Status Date: 08/23/1990

Global Id: T0603700718
Status: Open - Site Assessment
Status Date: 01/07/1991

Global Id: T0603700718
Status: Open - Remediation
Status Date: 05/09/2006

Global Id: T0603700718
Status: Open - Remediation
Status Date: 05/19/2008

Global Id: T0603700718
Status: Open - Remediation
Status Date: 07/16/2008

CORTESE:

Name:	SUNSET CARWASH
Address:	2028 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Envirostor Id:	Not reported
Global ID:	T0603700718
Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	OPEN - REMEDIATION
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	SUNSET CARWASH
edr_fadd1:	2028 SUNSET
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA

SUNSET CARWASH (Continued) **S101297267**

Reg Id: 900260152

CERS:

Name:	SUNSET CARWASH
Address:	2028 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	246368
CERS ID:	T0603700718
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MAGDY BAIADY - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766699

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

E45 ESE 1/8-1/4 0.143 mi. 755 ft. | **SUNSET EAST CAR WASH 2028 W SUNSET BLVD LOS ANGELES, CA 90026** | **SWEEPS UST CA FID UST HAZNET HAZMAT** | **S101583198 N/A**

Site 4 of 11 in cluster E

Relative: Lower

Actual: 422 ft.

SWEEPS UST:

Name:	SUNSET EAST CAR WASH
Address:	2028 W SUNSET BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	4020
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

SUNSET EAST CAR WASH (Continued) **S101583198**

CA FID UST:

Facility ID:	19003035
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134840821
Mail To:	Not reported
Mailing Address:	2028 W SUNSET BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

HAZNET:

Name:	SUNSET CAR WASH
Address:	2028 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900263123
Year:	2015
GEPAID:	CAC002816820
Contact:	ANTONIO LEE
Telephone:	2133695552
Mailing Name:	Not reported
Mailing Address:	2028 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263123
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	0.546
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	SUNSET EAST CAR WASH
Address:	2028 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009635
Last Run Date:	06/01/2019
Status:	INACTIVE

E46 **90953** **HIST UST** **U001561145**
East **2035 W SUNSET BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.154 mi.
811 ft. **Site 5 of 11 in cluster E**

Relative:
Lower

Actual:
416 ft.

HIST UST:

Name:	90953
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	00026C35
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026C35.pdf
Region:	STATE
Facility ID:	00000061952
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	CACERES,VICTOR
Telephone:	2134848608
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1968
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1968
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	1968
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1968
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000130
Leak Detection:	Stock Inventor

90953 (Continued) **U001561145**

Click here for Geo Tracker PDF:

E47
East
1/8-1/4
0.154 mi.
811 ft.

CACERES CHEVRON
2035 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 6 of 11 in cluster E

HIST UST **U001561149**
N/A

Relative:
Lower

Actual:
416 ft.

HIST UST:

Name:	CACERES CHEVRON
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000051058
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	VICTOR CACERES
Telephone:	2134848608
Owner Name:	VICTOR M. CACERES
Owner Address:	419 N. SAN GABRIEL BLVD.
Owner City,St,Zip:	SAN GABRIEL, CA 91775
Total Tanks:	0004
Tank Num:	001
Container Num:	003
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	001
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	004
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	002
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR

CACERES CHEVRON (Continued) **U001561149**

Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

E48
East
1/8-1/4
0.154 mi.
811 ft.

Relative:
Lower

Actual:
416 ft.

CACERES CHEVRON
2035 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 7 of 11 in cluster E

CERS HAZ WASTE
SWEEPS UST
HIST UST
CERS TANKS
CA FID UST
HAZMAT
CERS

S101617297
N/A

CERS HAZ WASTE:
Name: SUNSET PETROL INC.
Address: 2035 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 79215
CERS ID: 10247443
CERS Description: Hazardous Waste Generator

SWEEPS UST:
Name: CACERES CHEVRON
Address: 2035 W SUNSET BLVD
City: LOS ANGELES
Status: Active
Comp Number: 2898
Number: 9
Board Of Equalization: 44-012625
Referral Date: 05-05-93
Action Date: 04-11-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002898-000001
Tank Status: A
Capacity: 9942
Active Date: 10-21-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 4

Name: CACERES CHEVRON
Address: 2035 W SUNSET BLVD
City: LOS ANGELES
Status: Active
Comp Number: 2898
Number: 9
Board Of Equalization: 44-012625
Referral Date: 05-05-93
Action Date: 04-11-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002898-000002
Tank Status: A
Capacity: 9942
Active Date: 10-21-92
Tank Use: M.V. FUEL
STG: P

CACERES CHEVRON (Continued) **S101617297**

Content: REG UNLEADED
Number Of Tanks: Not reported

Name: CACERES CHEVRON
Address: 2035 W SUNSET BLVD
City: LOS ANGELES
Status: Active
Comp Number: 2898
Number: 9
Board Of Equalization: 44-012625
Referral Date: 05-05-93
Action Date: 04-11-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002898-000003
Tank Status: A
Capacity: 9942
Active Date: 10-21-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Name: CACERES CHEVRON
Address: 2035 W SUNSET BLVD
City: LOS ANGELES
Status: Active
Comp Number: 2898
Number: 9
Board Of Equalization: 44-012625
Referral Date: 05-05-93
Action Date: 04-11-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002898-000004
Tank Status: A
Capacity: 9942
Active Date: 10-21-92
Tank Use: OIL
STG: W
Content: WASTE OIL
Number Of Tanks: Not reported

HIST UST:
Name: CACERES CHEVRON
Address: 2035 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
File Number: 0002857C
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002857C.pdf
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported

CACERES CHEVRON (Continued) **S101617297**

Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

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CERS TANKS:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	79215
CERS ID:	10247443
CERS Description:	Underground Storage Tank

CA FID UST:

Facility ID:	19006868
Regulated By:	UTNKA
Regulated ID:	00051058
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134848608
Mail To:	Not reported
Mailing Address:	419 N SAN GABRIEL BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

LOS ANGELES HM:

Name:	SUNSET 76
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0020098
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	79215
CERS ID:	10247443

CACERES CHEVRON (Continued) **S101617297**

CERS Description: Chemical Storage Facilities

Violations:

Site ID: 79215
Site Name: SUNSET PETROL INC.
Violation Date: 10-05-2017
Citation: HSC 6.7 25290.1(c)(3), 25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3), 25290.2(c)(3)
Violation Description: Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003 and before July 1, 2004, or on or after July 1, 2004.
Violation Notes: Returned to compliance on 10/05/2017. Observation: Small amount of liquid in sumps, not enough to generate an alarm, all sensor at appropriate locations to detect alarm at earliest moment. Corrective Action: water was removed from sumps by tester.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 79215
Site Name: SUNSET PETROL INC.
Violation Date: 10-12-2016
Citation: HSC 6.7 25290.1(c)(3), 25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3), 25290.2(c)(3)
Violation Description: Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003 and before July 1, 2004, or on or after July 1, 2004.
Violation Notes: Returned to compliance on 10/12/2016. OBSERVATION: A SMALL AMOUNT OF LIQUID WAS FOUND IN THE 87 AND DIESEL STP SUMPS UPON OPENING. LIQUID LEVEL WAS NOT ENOUGH TO SEND SYSTEM INTO ALARM. CORRECTIVE ACTION: MAINTAIN ALL SUMPS FREE OF DEBRIS/LIQUID. LIQUID WAS REMOVED AT CONCLUSION OF TESTING. CORRECTED ON SITE.
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 01-27-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: SELAM ABAY
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-08-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: 05/09/2016 Changed service code 106 to 006 per Royce Long request.FACILITY INSPECTION. REVIEWED UST BOOK. OBSERVED SENSORS PLACED PROPERLY TO DETECT LEAK AT EARLIEST POSSIBLITY. SUMPS AND UDC'S FREE OF LIQUID. VEEDER ROOT NOT IN ALARM
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

CACERES CHEVRON (Continued) **S101617297**

Eval General Type: Other/Unknown
Eval Date: 04-08-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: WITNESSED LLD TEST BY PETE PISTE PETROLEUM DYNAMICS
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-08-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: WITNESSED M/C BY PETE PISTE PETROLEUM DYNAMICS
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-08-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: WITNESSED SB TEST BY PETE PISTE PETROLEUM DYNAMICS
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-01-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Selam Abay Monitoring system certification was conducted at this time. Monitoring certification was performed by Zarmik Allahdadi of Robertsons testing ICC: 5244319 exp: 1/14/2019 VR: #B36723 exp: 1/11/2019 VMI: #3693 exp: 3/21/2019 Incon: #4021743706 exp: 1/10/2019 Cell (818) 967-0043 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: SUNSET INVESTMENT PETROL LLC Tank Owner/ [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-05-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Selam Abay Monitoring system

CACERES CHEVRON (Continued) **S101617297**

certification was conducted at this time. Monitoring certification was performed by Tester provided the following certifications: Zarmik Allahdadi of Robertsons testing ICC: 5244319 exp: 1/14/2019 VR: #B36723 exp: 1/11/2019 VMI: #3693 exp: 3/21/2019 Incon: #4021743706 exp: 1/10/2019 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: Sunset Investment [Truncated]

Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-10-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewed and attached MC, SB989 and overfill protection testing. No open violations. CERS Not accepted due to tank installation dates not being accurate. Monitor Certification: all components passed. Overfill inspection: Single wall vent lines, flapper listed in CERS as overfill, all 3 flappers passed inspection. Secondary Containment testing: All components passed.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-12-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: CONSENT FOR INSPECTION RECEIVED FROM Natnael Lakew, Cashier VERIFIED FACILITY HAS A VALID PERMIT VERIFIED HAZARDOUS MATERIALS INVENTORY AND LOCATION DURING FACILITY WALK THROUGH USED CERS INVENTORY TO CONFIRM INVENTORY ON SITE ENFORCEMENT: NONE
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-12-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Kurt Corral LAFD, onsite this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Natnael Lakew, Cashier. Monitoring system certification was conducted at this time. Monitoring certification was performed by David Simon, ShanCor. Tester provided the following certifications: ICC Tech #8191470 Exp: 12/5/2017 Veeder-root B36208 Exp:3/13/2018 VMI 1758 Exp: The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually

CACERES CHEVRON (Continued) **S101617297**

inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Ensure submittal of monitor certification test results within 30 days [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-14-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspection conducted with Maria Khoma.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-14-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: SB989 testing conducted by David Simon of ShanCor. All notes and applicable violations documented on facility inspection report DA7H1FZVJ.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-26-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-26-2013
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: INSPECTED BY MAURICIO N. FLOREZ CONSENT GIVEN BY ELENA PONCE
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 12-20-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Test reports reviewed and attached. All components passed.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 79215

CACERES CHEVRON (Continued) **S101617297**

Facility Name:	SUNSET PETROL INC.
Env Int Type Code:	HWG
Program ID:	10247443
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.078000
Longitude:	-118.262800

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	agent to owner
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	UST Permit Applicant
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	OWNER / OPERATOR
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(818) 547-6016

Affiliation Type Desc:	UST Tank Operator
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 484-9918

Affiliation Type Desc:	UST Tank Owner
Entity Name:	SUNSET INVESTMENT PETROL LLC
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(818) 547-6016

Affiliation Type Desc:	Document Preparer
Entity Name:	Dianne Fowler
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported

CACERES CHEVRON (Continued) **S101617297**

Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(818) 547-6016
Affiliation Type Desc:	Environmental Contact
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Vardanian Stations
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Legal Owner
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES

CACERES CHEVRON (Continued) **S101617297**

Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 484-9918
Affiliation Type Desc:	Property Owner
Entity Name:	SUNSET INVESTMENT PETROL LLC
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 484-9918
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	SUNSET INVESTMENT PETROL LLC
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90029
Affiliation Phone:	(818) 547-6016

E49 **SUNSET PETROL INC.** **UST** **U003938936**
East **2035 W SUNSET BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.154 mi.
811 ft. **Site 8 of 11 in cluster E**

Relative:
Lower

Actual:
416 ft.

UST:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	Not reported
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.078
Longitude:	-118.2628
Name:	CHEVRON STATION #9-0953
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	23758
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.079361
Longitude:	-118.2613655

LOS ANGELES UST:

Name:	SUNSET 76
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0020098
Last Run Date:	06/01/2019
Status:	ACTIVE

E50 East 1/8-1/4 0.154 mi. 811 ft. | **SUNSET PETROL** | **RCRA NonGen / NLR** | **1024849390** | **CAL000405985**

2035 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 9 of 11 in cluster E

Relative: Lower

Actual: 416 ft.

RCRA NonGen / NLR:

Date form received by agency:	2015-04-13 00:00:00.0
Facility name:	SUNSET PETROL
Facility address:	2035 W SUNSET BLVD LOS ANGELES, CA 90026
EPA ID:	CAL000405985
Mailing address:	3070 GLENDALE BLVD LOS ANGELES, CA 90039-0000
Contact:	VLAD VARDANIAN/PRES
Contact address:	3070 GLENDALE BLVD LOS ANGELES, CA 90039
Contact country:	Not reported
Contact telephone:	818-237-6262
Contact email:	GLENPETROL@GMAIL.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	VARDANIAN STATIONS
Owner/operator address:	3070 GLENDALE BLVD LOS ANGELES, CA 90039
Owner/operator country:	Not reported
Owner/operator telephone:	323-662-0501
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	VLAD VARDANIAN/PRES
Owner/operator address:	3070 GLENDALE BLVD LOS ANGELES, CA 90039
Owner/operator country:	Not reported
Owner/operator telephone:	818-237-6262
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No

SUNSET PETROL (Continued) **1024849390**

On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

E51
ESE
1/8-1/4
0.154 mi.
815 ft.

2040 W SUNSET BLVD
LOS ANGELES, CA

Site 10 of 11 in cluster E

UST **U004301009**
N/A

Relative:
Lower

Actual:
417 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2040 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

E52
East
1/8-1/4
0.155 mi.
816 ft.

2039 W SUNSET BLVD
LOS ANGELES, CA

Site 11 of 11 in cluster E

UST **U004301005**
N/A

Relative:
Lower

Actual:
415 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2039 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

F53
SSE
1/8-1/4
0.161 mi.
851 ft.

909 N ALVARADO ST
LOS ANGELES, CA

Site 1 of 5 in cluster F

UST **U004304964**
N/A

Relative:
Lower

Actual:
402 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	909 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

F54 SSE 1/8-1/4 0.161 mi. 851 ft. | **BALIAN AUTO SALES**
909 N ALVARADO ST
LOS ANGELES, CA 90026 | **SWEEPS UST**
CA FID UST | **S101588272**
N/A

Site 2 of 5 in cluster F

Relative: Lower

Actual: 402 ft.

SWEEPS UST:

Name:	BALIAN AUTO SALES
Address:	909 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7570
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19056516
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	909 N ALVARADO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

F55 SSE 1/8-1/4 0.161 mi. 851 ft. | **CENTRAL REGION ELEMENTARY SCHOOL NO 14**
909 N ALVARADO ST
LOS ANGELES, CA 90026 | **RCRA-LQG** | **1010313547**
CAR000174748

Site 3 of 5 in cluster F

Relative: Lower

Actual: 402 ft.

RCRA-LQG:

Date form received by agency:	2006-06-28 00:00:00.0
Facility name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Facility address:	909 N ALVARADO ST LOS ANGELES, CA 90026
EPA ID:	CAR000174748
Mailing address:	333 S BEAUDRY AVE

CENTRAL REGION ELEMENTARY SCHOOL NO 14 (Continued) **1010313547**

LAUSD OEHS 20TH FL
LOS ANGELES, CA 90017
Contact: SOE AUNG
Contact address: 333 S BEAUDRY AVE LAUSD OEHS 20TH FL
LOS ANGELES, CA 90017
Contact country: US
Contact telephone: 213-241-3904
Contact email: SOE.AUNG@LAUSD.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address: 333 S BEAUDRY AVE
LOS ANGELES, CA 90017
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 2006-05-26 00:00:00.0
Owner/Op end date: Not reported

Owner/operator name: CENTRAL REGION ELEMENTARY SCHOOL NO 14
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 2006-05-26 00:00:00.0
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No

CENTRAL REGION ELEMENTARY SCHOOL NO 14 (Continued) **1010313547**

Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

G56 **CARROL AND PETER AUTO CENTER** **HAZNET** **S112945916**
WNW **2450 W SUNSET BLVD** **HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.170 mi.
899 ft. **Site 1 of 2 in cluster G**

Relative:
Lower

Actual:
399 ft.

HAZNET:

Name:	DIG & DAY DESIGN
Address:	2450 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAC002591040
Contact:	JOE DAY EXT 11
Telephone:	3239549084
Mailing Name:	Not reported
Mailing Address:	5727 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90019
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	1.251
CA Waste Code:	241-Tank bottom waste
Method:	R01-Recycler
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	CARROL AND PETER AUTO CENTER
Address:	2450 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009637
Last Run Date:	06/01/2019
Status:	INACTIVE

H57 East 1/8-1/4 0.181 mi. 954 ft. — **PEERLESS HARDWARE INC**, **2011 W SUNSET BLVD**, **LOS ANGELES, CA 90026** — **HAZNET** **S112969937**, **HAZMAT** **N/A**

Site 1 of 3 in cluster H

Relative: Lower

Actual: 415 ft.

HAZNET:

Name:	CITY OF LOS ANGELES GENERAL SERVICES
Address:	2011 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2008
GEPAID:	CAC002629946
Contact:	HELGA MAXWELL
Telephone:	2139783791
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	5.7
CA Waste Code:	221-Waste oil and mixed oil
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	PEERLESS HARDWARE INC
Address:	2011 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009634
Last Run Date:	06/01/2019
Status:	INACTIVE

F58 SSE 1/8-1/4 0.183 mi. 965 ft. — **PHYSICIANS & SURGEONS LABORATORIES**, **900 N ALVARADO ST**, **LOS ANGELES, CA 90026** — **HAZMAT** **S123546272**, **N/A**

Site 4 of 5 in cluster F

Relative: Lower

Actual: 413 ft.

LOS ANGELES HM:

Name:	PHYSICIANS & SURGEONS LABORATORIES
Address:	900 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0015245
Last Run Date:	06/01/2019
Status:	INACTIVE

59 SW 1/8-1/4 0.183 mi. 968 ft. | **AMIGO TRUCKING**
820 N CORONADO TERR
LOS ANGELES, CA 90026 | **RCRA NonGen / NLR** | **1007091407**
CAR000149047

Relative: Higher

Actual: 450 ft.

RCRA NonGen / NLR:

Date form received by agency:	2003-09-29 00:00:00.0
Facility name:	AMIGO TRUCKING
Facility address:	820 N CORONADO TERR APT 4 LOS ANGELES, CA 90026
EPA ID:	CAR000149047
Contact:	CARLOS A ORELLANA
Contact address:	820 N CORONADO TERR APT 4 LOS ANGELES, CA 90026
Contact country:	US
Contact telephone:	213-484-5486
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	CARLOS A ORELLANA
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	1999-07-15 00:00:00.0
Owner/Op end date:	Not reported

Owner/operator name:	CARLOS A ORELLANA
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	1999-07-15 00:00:00.0
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

AMIGO TRUCKING (Continued) **1007091407**

Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

G60
WNW
1/8-1/4
0.189 mi.
996 ft.

2510 SUNSET BLVD
LOS ANGELES, CA

Site 2 of 2 in cluster G

Relative:
Lower

Actual:
390 ft.

UST **U004301512**
N/A

LOS ANGELES UST:

Name:	Not reported
Address:	2510 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

H61
East
1/8-1/4
0.191 mi.
1006 ft.

PEERLESS HARDWARE INC
2005 W SUNSET BLVD SU 3
LOS ANGELES, CA 90026

Site 2 of 3 in cluster H

Relative:
Lower

Actual:
413 ft.

HAZMAT **S123542071**
N/A

LOS ANGELES HM:

Name:	PEERLESS HARDWARE INC
Address:	2005 W SUNSET BLVD SU 3
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0002341
Last Run Date:	06/01/2019
Status:	INACTIVE

F62
SSE
1/8-1/4
0.191 mi.
1009 ft.

BALIAN AUTO SALES
822 N ALVARADO ST
LOS ANGELES, CA 90026

Site 5 of 5 in cluster F

Relative:
Lower

Actual:
403 ft.

SWEEPS UST **S101584312**
CA FID UST **N/A**
HAZMAT

SWEEPS UST:

Name:	BALIAN AUTO SALES
Address:	822 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7601
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported

BALIAN AUTO SALES (Continued) **S101584312**

Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19010421
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134132966
Mail To:	Not reported
Mailing Address:	822 N ALVARADO
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

LOS ANGELES HM:

Name:	BALIAN AUTO SALES
Address:	822 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0017234
Last Run Date:	06/01/2019
Status:	INACTIVE

I63 **UST** **U004301502**
WNW **2501 W SUNSET BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.195 mi.
1029 ft. **Site 1 of 3 in cluster I**

Relative:
Lower

Actual:
387 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2501 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

I64 WNW 1/8-1/4 0.195 mi. 1029 ft. | **VACANT**
2501 W SUNSET BLVD
LOS ANGELES, CA 91405
Site 2 of 3 in cluster I

SWEEPS UST | **S101583872**
CA FID UST | **N/A**

Relative: Lower
Actual: 387 ft.

SWEEPS UST:

Name:	VACANT
Address:	2501 W SUNSET BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	6084
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19006984
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134835006
Mail To:	Not reported
Mailing Address:	2501 W SUNSET BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 914050000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

H65 East 1/8-1/4 0.215 mi. 1134 ft. | **VERIZON WIRELESS: LAVETA**
2006 1/2 RESERVOIR ST
LOS ANGELES, CA 90026
Site 3 of 3 in cluster H

HAZMAT | **S123513661**
CERS | **N/A**

Relative: Lower
Actual: 416 ft.

LOS ANGELES HM:

Name:	VERIZON WIRELESS: LAVETA
Address:	2006 1/2 RESERVOIR ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0040043
Last Run Date:	06/01/2019
Status:	ACTIVE

VERIZON WIRELESS: LAVETA (Continued) **S123513661**

CERS:

Name:	VERIZON WIRELESS: LAVETA
Address:	2006 1/2 RESERVOIR ST
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	368179
CERS ID:	10163177
CERS Description:	Chemical Storage Facilities

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	Environmental Compliance
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92618
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	Myrna Allende
Entity Title:	Regulatory Specialist
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92618
Affiliation Phone:	(949) 286-7000

Affiliation Type Desc:	Operator
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(949) 286-7000

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012

VERIZON WIRELESS: LAVETA (Continued) **S123513661**

Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Document Preparer
Entity Name:	Steve Skanderson, Stantec
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Parent Corporation
Entity Name:	Verizon Wireless [Southern California]
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92618
Affiliation Phone:	Not reported

66
WSW
1/8-1/4
0.216 mi.
1142 ft.

DELANO PARK
1511 ERWIN STREET
LOS ANGELES, CA 90026

US BROWNFIELDS FINDS **1016351148**
N/A

Relative:
Lower

Actual:
403 ft.

US BROWNFIELDS:

Name:	DELANO PARK
Address:	1511 ERWIN STREET
City,State,Zip:	LOS ANGELES, CA 90026
Recipient Name:	Los Angeles, City of
Grant Type:	Assessment
Property Number:	Not reported
Parcel size:	Not reported
Latitude:	34.077145
Longitude:	-118.269737
HCM Label:	Not reported
Map Scale:	Not reported
Point of Reference:	Not reported
Highlights:	Not reported
Datum:	Not reported
Acres Property ID:	11456
IC Data Access:	Not reported
Start Date:	12/31/2002 00:00:00
Redev Completition Date:	Not reported

DELANO PARK (Continued) **1016351148**

Completed Date:	12/31/2002 00:00:00
Acres Cleaned Up:	Not reported
Cleanup Funding:	Not reported
Cleanup Funding Source:	Not reported
Assessment Funding:	Not reported
Assessment Funding Source:	Not reported
Redevelopment Funding:	Not reported
Redev. Funding Source:	Not reported
Redev. Funding Entity Name:	Not reported
Redevelopment Start Date:	12/31/2002 00:00:00
Assessment Funding Entity:	Not reported
Cleanup Funding Entity:	Not reported
Grant Type:	N/A
Accomplishment Type:	Phase I Environmental Assessment
Accomplishment Count:	0
Cooperative Agreement Number:	98912501
Start Date:	12/31/2002 00:00:00
Ownership Entity:	Not reported
Completion Date:	12/31/2002 00:00:00
Current Owner:	Not reported
Did Owner Change:	Not reported
Cleanup Required:	Y
Video Available:	Not reported
Photo Available:	Not reported
Institutional Controls Required:	Not reported
IC Category Proprietary Controls:	Not reported
IC Cat. Info. Devices:	Not reported
IC Cat. Gov. Controls:	Not reported
IC Cat. Enforcement Permit Tools:	Not reported
IC in place date:	Not reported
IC in place:	U
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported

DELANO PARK (Continued) **1016351148**

Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Surface Water:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
Nickel Cleaned Up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Property Description:	Not reported
Below Poverty Number:	4037
Below Poverty Percent:	23.0%
Meidan Income:	9311

DELANO PARK (Continued) **1016351148**

Meidan Income Number:	8549
Meidan Income Percent:	48.7%
Vacant Housing Number:	356
Vacant Housing Percent:	5.5%
Unemployed Number:	1366
Unemployed Percent:	7.8%

FINDS:

Registry ID: 110039532388

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

67
SSE
1/8-1/4
0.223 mi.
1176 ft.

JAMES COSTELLO
800 N ALVARADO ST
LOS ANGELES, CA 90026

SWEEPS UST **S101584287**
CA FID UST **N/A**

Relative:
Lower

Actual:
400 ft.

SWEEPS UST:

Name:	JAMES COSTELLO
Address:	800 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7507
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19010215
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132503015
Mail To:	Not reported
Mailing Address:	800 N ALVARADO ST
Mailing Address 2:	Not reported

JAMES COSTELLO (Continued) **S101584287**

Mailing City,St,Zip: LOS ANGELES 900260000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

J68 ENE 1/8-1/4 0.231 mi. 1220 ft. | **VONS STORE #3263** | **RCRA NonGen / NLR** | **1024826404**
1342 N ALVARADO ST | **CAL000354016**
LOS ANGELES, CA 90026

Site 1 of 4 in cluster J

Relative: Lower

Actual: 411 ft.

RCRA NonGen / NLR:
Date form received by agency: 2010-06-25 00:00:00.0
Facility name: VONS STORE #3263
Facility address: 1342 N ALVARADO ST
LOS ANGELES, CA 90026-3129
EPA ID: CAL000354016
Mailing address: 250 E PARKCENTER BLVD
BOISE, ID 83706-0000
Contact: SHARON SANGER
Contact address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Contact country: Not reported
Contact telephone: 208-395-6150
Contact email: SHARON.SANGER@SAFEWAY.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: ALBERTSONS COMPANIES
Owner/operator address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Owner/operator country: Not reported
Owner/operator telephone: 208-395-6200
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SHARON SANGER
Owner/operator address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Owner/operator country: Not reported
Owner/operator telephone: 208-395-6150
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator

VONS STORE #3263 (Continued) **1024826404**

Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

J69
ENE
1/8-1/4
0.231 mi.
1220 ft.

VONS STORE #3263 **RCRA NonGen / NLR** **1024873916**
1342 N ALVARADO ST **CAL000442569**
LOS ANGELES, CA 90026

Site 2 of 4 in cluster J

Relative:
Lower

Actual:
411 ft.

RCRA NonGen / NLR:
Date form received by agency: 2019-01-22 00:00:00.0
Facility name: VONS STORE #3263
Facility address: 1342 N ALVARADO ST
LOS ANGELES, CA 90026
EPA ID: CAL000442569
Mailing address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Contact: SHARON SANGER
Contact address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Contact country: Not reported
Contact telephone: 208-395-6150
Contact email: SHARON.SANGER@ALBERTSONS.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: THE VONS COMPANIES
Owner/operator address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Owner/operator country: Not reported
Owner/operator telephone: 208-395-6150
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported

VONS STORE #3263 (Continued) **1024873916**

Owner/Op end date: Not reported

Owner/operator name: SHARON SANGER
Owner/operator address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Owner/operator country: Not reported
Owner/operator telephone: 208-395-6150
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

J70 **VONS #3263** **CERS HAZ WASTE** **S113159030**
ENE **1342 N ALVARADO ST** **HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026** **HAZMAT**
0.231 mi. **CERS**
1220 ft. **Site 3 of 4 in cluster J**

Relative:
Lower

Actual:
411 ft.

CERS HAZ WASTE:
Name: 3263 THE VONS COMPANIES INC
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 87283
CERS ID: 10173867
CERS Description: Hazardous Waste Generator

HAZNET:
Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2017
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD

VONS #3263 (Continued) **S113159030**

Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0475
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2017
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD
Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.046
CA Waste Code: 214-Unspecified solvent mixture
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2017
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD
Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0115
CA Waste Code: 311-Pharmaceutical waste
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2016
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD

VONS #3263 (Continued) **S113159030**

Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0985
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2016
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD
Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0645
CA Waste Code: 214-Unspecified solvent mixture
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
20 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:
Name: VONS #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0019385
Last Run Date: 06/01/2019
Status: ACTIVE

CERS:
Name: 3263 THE VONS COMPANIES INC
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 87283
CERS ID: 10173867
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-07-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Retail waste is less than 200 pounds s3263c90@safeway.com
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

VONS #3263 (Continued) **S113159030**

Eval General Type: Other/Unknown
Eval Date: 04-07-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: UPDATED INFO ON BP-1. ELENA LUGO AS MANAGER. VERIFIED AND INSPECTED INVENTORY ON BP-8 WITH LEAH SANTIAGO, SUPERVISOR. NOTES ON DEIF TO ADD 3 CHEMICALS TO INVENTORY. DELETE 3 OTHERS. ATTACHED CERS SHEET W CHEMICAL INFO. ALSO VERIFIED ELECTRONIC SUBMITTAL IN CERS, ON SITE HMBP AND CUPA PERMIT. NO VIOLATIONS FOUND. EMAILED INSPECTION REPORT ON SITE TO LEAH SANTIAGO
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-07-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-29-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Elena Lugo, Store Director
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 87283
Facility Name: 3263 The Vons Companies Inc
Env Int Type Code: HWG
Program ID: 10173867
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.079780
Longitude: -118.261350

Affiliation:
Affiliation Type Desc: Operator
Entity Name: vons
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 300-6132

Affiliation Type Desc: Environmental Contact
Entity Name: mike cliatt
Entity Title: Not reported

VONS #3263 (Continued) **S113159030**

Affiliation Address:	1421 S. Manhattan Ave
Affiliation City:	Fullerton
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92831
Affiliation Phone:	Not reported

Affiliation Type Desc:	Document Preparer
Entity Name:	Mike Cliatt
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1421 S. Manhattan Ave
Affiliation City:	Fullerton
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92831
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Identification Signer
Entity Name:	Mike Cliatt
Entity Title:	Environmental Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	THE VONS COMPANIES INC
Entity Title:	Not reported
Affiliation Address:	1421 Manhattan Ave
Affiliation City:	Fullerton
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92831
Affiliation Phone:	(714) 300-6132

VONS #3263 (Continued) **S113159030**

Affiliation Type Desc:	Parent Corporation
Entity Name:	VONS A SAFEWAY COMPANY
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

I71 WNW 1/8-1/4 0.232 mi. 1224 ft. | **FLORES RECYCLING** | **SWRCY** | **S107137019**
2517 W SUNSET BLVD | **N/A**
LOS ANGELES, CA 90026

Site 3 of 3 in cluster I

Relative: Lower
Actual: 386 ft.

SWRCY:

Name:	FLORES RECYCLING
Address:	2517 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Reg Id:	19339
Cert Id:	RC10405
Mailing Address:	2517 W Sunset Blvd
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90026
Website:	Not reported
Email:	Not reported
Phone Number:	(213) 413-8535
Rural:	N
Operation Begin Date:	06/03/2000
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Hours of Operation:	Mon - Sat 8:00 am - 5:00 pm; Sun Closed
Organization ID:	19339
Organization Name:	Flores Recycling

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72 East 1/8-1/4 0.243 mi. 1284 ft. | **PARK SUNSET BUILDING** | **CERS HAZ WASTE** | **S113462468**
1910 W SUNSET BLVD | **HAZMAT** | **N/A**
LOS ANGELES, CA 90026 | **CERS**

Relative: Lower
Actual: 405 ft.

CERS HAZ WASTE:

Name:	PARK SUNSET BUILDING
Address:	1910 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	141708
CERS ID:	10255756
CERS Description:	Hazardous Waste Generator

LOS ANGELES HM:

Name:	PARK SUNSET BUILDING

PARK SUNSET BUILDING (Continued) **S113462468**

Address: 1910 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0031902
Last Run Date: 06/01/2019
Status: ACTIVE

CERS:
Name: PARK SUNSET BUILDING
Address: 1910 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 141708
CERS ID: 10255756
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 04-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: "NOT ACCEPTED: Effective December 28, 2017, CalEPA has replaced the previously existing five federal hazard categories in CERS with twenty-four new federal hazard categories. The following federal hazard categories are now obsolete ? fire, reactive, pressure release, acute health, chronic health. A review of your submittal has determined that you still have the previous federal categories selected and/or have NOT selected any of the NEW federal hazard categories for your chemical inventory. Please review your hazardous material inventory and complete the following steps: 1) Deselect all of the five obsolete federal hazard categories for all chemical inventory listed under your facility. 2) Update your hazardous material inventory and select all applicable federal hazard categories from the 24 newly listed categories for all chemical inventory stored at your facility. You may refer to Section 2 of a current Safety Data Sheets (SDS) (previously called an MSDS) to determine [Truncated]
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 04-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: NOT ACCEPTED: Create and submit a Site Map in CERS with all the required elements. You can download detailed SITE MAP INSTRUCTIONS in the Hazardous Materials Business Plan (HMBP) Section using the following link https://www.lafd.org/fire-prevention/cupa/documents-forms
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

PARK SUNSET BUILDING (Continued) **S113462468**

Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 04-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes: NOT ACCEPTED: The Emergency Response/Contingency Plan is incomplete. Please review the form and complete ALL sections. You can download the most current CONTINGENCY PLAN form as well as CONTINGENCY PLAN INSTRUCTIONS in the Hazardous Materials Business Plan Section (HMBP) using the following link https://www.lafd.org/fire-prevention/cupa/documents-forms
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 05-05-2016
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: Returned to compliance on 07/18/2019. More recent inspection completed. Newer inspection report and violations supersede previous violations. Previous violations were abated this date
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-19-2019
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: "Consent to enter, inspect and take photographs was given by: MONTERROSO, MARIO The Business Activities, Owner/Operator Identification, Hazardous Materials Inventory, Site Map, Emergency Response/Contingency Plan and Employee Training Plan sections were reviewed in CERS and field verified. Review and correct any violations indicated previously in this report, on or before the COMPLY BY date associated with each violation. NOTE: The LAMC, Sections (L.A.M.C. SECTION 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires businesses that store, use or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA **** Annual submission of a Hazardous Materials Business Plan into CERS is required between January 1 and March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. As a reminder, you must [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection

PARK SUNSET BUILDING (Continued) **S113462468**

Eval Date:	05-05-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	On site for routine hazardous materials and business emergency plan inspection. Consent to enter and inspect was given by (JORGE MARTINEZ - BLD ENGINEER). Observed the facility and inspected hazardous materials storage. Annual employee safety training records were not maintained. Facility has also not electronically disclosed the onsite hazardous materials inventory or submitted a business emergency plan in California Environmental Reporting System (CERS). Please go to https://cersbusiness2.calepa.ca.gov to complete a chemical inventory disclosure and business emergency plan. MISSING SITE MAP
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS

Coordinates:

Site ID:	141708
Facility Name:	PARK SUNSET BUILDING
Env Int Type Code:	HWG
Program ID:	10255756
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.078020
Longitude:	-118.260740

Affiliation:

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1910 west sunset Blvd ste 200
Affiliation City:	los angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Operator
Entity Name:	roberto gomora
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 435-1921

PARK SUNSET BUILDING (Continued) **S113462468**

Affiliation Type Desc:	Parent Corporation
Entity Name:	INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Document Preparer
Entity Name:	ROBERTO GOMORA
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	ROBERTO GOMORA
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	intl.of the fourth square gospel
Entity Title:	Not reported
Affiliation Address:	1910 West sunset blvd
Affiliation City:	los angeles
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 989-4500

Affiliation Type Desc:	Environmental Contact
Entity Name:	roberto gomora
Entity Title:	Not reported
Affiliation Address:	1910 west sunset blvd
Affiliation City:	los angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

J73 ENE 1/4-1/2 0.265 mi. 1398 ft. | **GARCIA PROPERTY**
1400 ALVARADO ST N
ECHO PARK, CA 90026 | **LUST, HIST CORTESE, CERS** | **S103064783, N/A**

Site 4 of 4 in cluster J

Relative: Lower

Actual: 406 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900260025	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		EDCD
Global ID:	T0603700707	
W Global ID:	W0603700547	
Staff:	JP	
Local Agency:	19050	
Cross Street:	MONTANA ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	2/4/1988	
Date Leak First Reported:		10/4/1988
Date Leak Record Entered:	5/16/1988	
Date Confirmation Began:	4/27/1988	
Date Leak Stopped:	2/4/1988	
Date Case Last Changed on Database:		11/3/1997
Date the Case was Closed:		9/29/1997
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	Corrosion	
Leak Source:	Tank	
Operator:	Not reported	
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1860.5233366587444858569510798
Source of Cleanup Funding:		Tank
Preliminary Site Assessment Workplan Submitted:		2/1/1990
Preliminary Site Assessment Began:		11/23/1991
Pollution Characterization Began:		5/25/1993
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		20
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	HENRY GARCIA	
RP Address:	P.O. BOX 307, GLENDORA, CA 91740-3436	
Program:	LUST	
Lat/Long:	34.0805326 / -1	
Local Agency Staff:	PEJ	

GARCIA PROPERTY (Continued) **S103064783**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: MCDONALDS PURCHASED THIS ADJACENT PROPERTY FOR PARKING LOT EXPANSION. 4 TANKS WERE REMOVED.

LUST:
Name: GARCIA PROPERTY
Address: 1400 ALVARADO ST N
City,State,Zip: ECHO PARK, CA 90026
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700707
Global Id: T0603700707
Latitude: 34.0805326
Longitude: -118.2614829
Status: Completed - Case Closed
Status Date: 09/29/1997
Case Worker: JP
RB Case Number: 900260025
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700707
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700707
Contact Type: Regional Board Caseworker
Contact Name: JOSE PEREYRA
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: Not reported
City: R4 UNKNOWN
Email: Not reported
Phone Number: Not reported

LUST:
Global Id: T0603700707
Action Type: Other
Date: 02/04/1988
Action: Leak Stopped

Global Id: T0603700707
Action Type: Other
Date: 10/04/1988

GARCIA PROPERTY (Continued) **S103064783**

Action: Leak Reported

Global Id: T0603700707
Action Type: Other
Date: 02/04/1988
Action: Leak Discovery

LUST:
Global Id: T0603700707
Status: Open - Case Begin Date
Status Date: 02/04/1988

Global Id: T0603700707
Status: Open - Site Assessment
Status Date: 04/27/1988

Global Id: T0603700707
Status: Open - Site Assessment
Status Date: 02/01/1990

Global Id: T0603700707
Status: Open - Site Assessment
Status Date: 11/23/1991

Global Id: T0603700707
Status: Open - Site Assessment
Status Date: 05/25/1993

Global Id: T0603700707
Status: Completed - Case Closed
Status Date: 09/29/1997

HIST CORTESE:
edr_fname: GARCIA PROPERTY
edr_fadd1: 1400 ALVARADO
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260025

CERS:
Name: GARCIA PROPERTY
Address: 1400 ALVARADO ST N
City,State,Zip: ECHO PARK, CA 90026
Site ID: 228946
CERS ID: T0603700707
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: JOSE PEREYRA - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN

GARCIA PROPERTY (Continued) **S103064783**

Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

K74 **76 STATION #0779** **LUST** **S100947407**
ENE **1340 GLENDALE BLVD.** **HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026** **CERS**
0.324 mi.
1710 ft. **Site 1 of 3 in cluster K**

Relative:
Lower

Actual:
397 ft.

LUST:

Name:	76 STATION #0779
Address:	1340 GLENDALE BLVD.
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603758404
Global Id:	T0603758404
Latitude:	34.079306
Longitude:	-118.259858
Status:	Completed - Case Closed
Status Date:	03/26/2015
Case Worker:	MT
RB Case Number:	900260198A
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	24432
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603758404
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported
Global Id:	T0603758404
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200

76 STATION #0779 (Continued) **S100947407**

City: LOS ANGELES
Email: maryam.taidy@waterboards.ca.gov
Phone Number: 2135766741

LUST:

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 06/06/2006
Action: Staff Letter

Global Id: T0603758404
Action Type: Other
Date: 01/07/1999
Action: Leak Discovery

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/23/2014
Action: Request for Closure - Regulator Responded

Global Id: T0603758404
Action Type: REMEDIATION
Date: 02/01/2004
Action: Excavation

Global Id: T0603758404
Action Type: REMEDIATION
Date: 02/01/2004
Action: Other (Use Description Field)

Global Id: T0603758404
Action Type: RESPONSE
Date: 03/24/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: Other
Date: 07/18/2003
Action: Leak Reported

Global Id: T0603758404
Action Type: RESPONSE

76 STATION #0779 (Continued) **S100947407**

Date: 01/15/2007
Action: Preliminary Site Assessment Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 08/05/2006
Action: Other Report / Document

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/12/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Semi-Annually

76 STATION #0779 (Continued) **S100947407**

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 02/03/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 08/04/2009
Action: Soil and Water Investigation Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 09/05/2008
Action: Well Installation Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 03/26/2015
Action: Closure/No Further Action Letter

Global Id: T0603758404
Action Type: RESPONSE

76 STATION #0779 (Continued) **S100947407**

Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/27/2009
Action: Pilot Study/ Treatability Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 03/31/2015
Action: Well Destruction Report

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 09/25/2014
Action: Notification - Preclosure

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603758404
Status: Open - Case Begin Date
Status Date: 01/07/1999

Global Id: T0603758404
Status: Open - Site Assessment
Status Date: 05/11/2005

Global Id: T0603758404
Status: Open - Site Assessment
Status Date: 12/11/2006

Global Id: T0603758404

76 STATION #0779 (Continued) **S100947407**

Status: Open - Site Assessment
Status Date: 03/24/2008

Global Id: T0603758404
Status: Open - Eligible for Closure
Status Date: 09/03/2014

Global Id: T0603758404
Status: Completed - Case Closed
Status Date: 03/26/2015

HIST CORTESE:
edr_fname: UNOCAL #0779
edr_fadd1: 1340 GLENDALE
City,State,Zip: LOS ANGELES, CA
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260198

CERS:
Name: 76 STATION #0779
Address: 1340 GLENDALE BLVD.
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 187078
CERS ID: T0603758404
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766741

K75 ENE 1/4-1/2 0.324 mi. 1710 ft. | **TOSCO - 76 STATION #0779**
1340 GLENDALE BLVD
ECHO PARK, CA 90026

Site 2 of 3 in cluster K

LUST
SWEEPS UST
CERS

S104916127
N/A

Relative: Lower

Actual: 397 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900260198	
Status:	Case Closed	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Treat
Global ID:	T0603700722	
W Global ID:	W0603700547	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	LAKESHORE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/24/1991
Date Leak Record Entered:	1/31/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		11/26/1996
Date the Case was Closed:		10/3/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #013191-02	
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1968.983604253100878214285514 6
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		12/26/1991
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		3100
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ENVIRONMENTAL REMEDATION SERV.	
RP Address:	376 S. VALENCIA AVE., BREA CA 92621	
Program:	LUST	
Lat/Long:	34.0789627 / -1	
Local Agency Staff:	PEJ	

TOSCO - 76 STATION #0779 (Continued) **S104916127**

Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	1900547-001GEN	
Summary:	10/30/96 - 3RD QUARTERLY REPORT WELL ABANDONMENT REPORT	11/26/96 -

SWEEPS UST:

Name:	ANTONIO TKACZUK
Address:	1340 GLENDALE BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	8262
Number:	2
Board Of Equalization:	Not reported
Referral Date:	09-23-93
Action Date:	09-23-93
Created Date:	09-23-93
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CERS:

Name:	TOSCO - 76 STATION #0779
Address:	1340 GLENDALE BLVD
City,State,Zip:	ECHO PARK, CA 90026
Site ID:	197099
CERS ID:	T0603700722
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

K76 **TOSCO - 76 STATION #0779** **LUST** **1000166769**
ENE **1340 GLENDALE BLVD** **HIST UST** **N/A**
1/4-1/2 **ECHO PARK, CA 90026**
0.324 mi.
1710 ft. **Site 3 of 3 in cluster K**

Relative:
Lower

Actual:
397 ft.

LUST:

Name:	TOSCO - 76 STATION #0779
Address:	1340 GLENDALE BLVD
City,State,Zip:	ECHO PARK, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700722
Global Id:	T0603700722
Latitude:	34.0789627
Longitude:	-118.2600038
Status:	Completed - Case Closed
Status Date:	10/03/1996
Case Worker:	YR
RB Case Number:	900260198
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

LUST:

Global Id:	T0603700722
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700722
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700722
Action Type:	Other
Date:	01/24/1991
Action:	Leak Reported

LUST:

Global Id:	T0603700722
Status:	Open - Case Begin Date
Status Date:	01/24/1991

Global Id:	T0603700722
Status:	Open - Site Assessment

TOSCO - 76 STATION #0779 (Continued) **1000166769**

Status Date:	12/26/1991
Global Id:	T0603700722
Status:	Completed - Case Closed
Status Date:	10/03/1996

HIST UST:

Name:	SERVICE STATION 0779
Address:	1340 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000003994
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	ANTONIO TKACZUK
Telephone:	2134131488
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0003
Tank Num:	001
Container Num:	0779-4
Year Installed:	1930
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10
Tank Num:	002
Container Num:	0779-1
Year Installed:	1962
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10
Tank Num:	003
Container Num:	0779-2
Year Installed:	1962
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10

L77 NE 1/4-1/2 0.330 mi. 1743 ft. | **ALVARADO**
1453 & 1455 NORTH ALVARADO AVENUE
LOS ANGELES, CA 90026

Site 1 of 4 in cluster L

ENVIROSTOR VCP | **S118466274 N/A**

Relative: Lower

Actual: 416 ft.

ENVIROSTOR:

Name:	ALVARADO
Address:	1453 & 1455 NORTH ALVARADO AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60002289
Status:	Active
Status Date:	01/04/2016
Site Code:	301733
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.57
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	, 51
Senate:	, 24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.08214
Longitude:	-118.2611
APN:	050205135, 5419002008, 5419018002, 5419019001, 5423010019, 5423027015, 5424-001-028, 5424001028, 5432022004, 5456007017, 5472005002, 5640041009
Past Use:	NONE, RESIDENTIAL AREA
Potential COC:	Methyl tertbutyl ether (MTBE Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE PCBs (unspeciated mixture, low risk, e.g. Aroclor 1016
Confirmed COC:	Methyl tertbutyl ether (MTBE Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE 30469-NO
Potential Description:	OTH, SOIL, SV, UE
Alias Name:	1455 N Alvarado
Alias Type:	Alternate Name
Alias Name:	050205135
Alias Type:	APN
Alias Name:	5419002008
Alias Type:	APN
Alias Name:	5419018002
Alias Type:	APN
Alias Name:	5419019001
Alias Type:	APN
Alias Name:	5423010019
Alias Type:	APN
Alias Name:	5423027015
Alias Type:	APN
Alias Name:	5424-001-028
Alias Type:	APN
Alias Name:	5424001028
Alias Type:	APN

ALVARADO (Continued) **S118466274**

Alias Name: 5432022004
Alias Type: APN
Alias Name: 5456007017
Alias Type: APN
Alias Name: 5472005002
Alias Type: APN
Alias Name: 5640041009
Alias Type: APN
Alias Name: 301733
Alias Type: Project Code (Site Code)
Alias Name: 60002289
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 01/29/2016
Comments: No further action for ground water.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 03/16/2016
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/11/2016
Comments: Finalized and signed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 01/26/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 02/12/2016
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/16/2016
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported

ALVARADO (Continued) **S118466274**

Schedule Revised Date: Not reported

VCP:

Name:	ALVARADO
Address:	1453 & 1455 NORTH ALVARADO AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60002289
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.57
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301733
Assembly:	, 51
Senate:	, 24
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/04/2016
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.08214 / -118.2611
APN:	050205135, 5419002008, 5419018002, 5419019001, 5423010019, 5423027015, 5424-001-028, 5424001028, 5432022004, 5456007017, 5472005002, 5640041009
Past Use:	NONE, RESIDENTIAL AREA
Potential COC:	30016, 30022, 30025, 30027, 30469
Confirmed COC:	30016,30022,30025,30027,30469-NO
Potential Description:	OTH, SOIL, SV, UE
Alias Name:	1455 N Alvarado
Alias Type:	Alternate Name
Alias Name:	050205135
Alias Type:	APN
Alias Name:	5419002008
Alias Type:	APN
Alias Name:	5419018002
Alias Type:	APN
Alias Name:	5419019001
Alias Type:	APN
Alias Name:	5423010019
Alias Type:	APN
Alias Name:	5423027015
Alias Type:	APN
Alias Name:	5424-001-028
Alias Type:	APN
Alias Name:	5424001028
Alias Type:	APN
Alias Name:	5432022004
Alias Type:	APN
Alias Name:	5456007017
Alias Type:	APN
Alias Name:	5472005002

ALVARADO (Continued) **S118466274**

Alias Type:	APN
Alias Name:	5640041009
Alias Type:	APN
Alias Name:	301733
Alias Type:	Project Code (Site Code)
Alias Name:	60002289
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	01/29/2016
Comments:	No further action for ground water.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	03/16/2016
Comments:	completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/11/2016
Comments:	Finalized and signed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/26/2016
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Workplan
Completed Date:	02/12/2016
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	03/16/2016
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

L78 NE 1/4-1/2 0.349 mi. 1843 ft. | **UNITED OIL #45** | **HIST CORTESE** | **S103993272** | **N/A**

1465 GLENDALE
LOS ANGELES, CA 90026

Site 2 of 4 in cluster L

Relative: Lower
Actual: 409 ft.

HIST CORTESE:

edr_fname:	UNITED OIL #45
edr_fadd1:	1465 GLENDALE
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260270

L79 NE 1/4-1/2 0.349 mi. 1843 ft. | **UNITED OIL #45** | **LUST CERS** | **S104234266** | **N/A**

1465 GLENDALE BLVD N
LOS ANGELES, CA 90026

Site 3 of 4 in cluster L

Relative: Lower
Actual: 409 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260270
Status:	Pollution Characterization
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	No Action Required
Global ID:	T0603700730
W Global ID:	W0603700547
Staff:	JW
Local Agency:	19050
Cross Street:	SCOTT AVE
Enforcement Type:	SEL
Date Leak Discovered:	2/27/1998
Date Leak First Reported:	3/24/1998
Date Leak Record Entered:	Not reported
Date Confirmation Began:	Not reported
Date Leak Stopped:	2/20/1998
Date Case Last Changed on Database:	7/8/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Inventory Control
How Leak Stopped:	Not reported
Cause of Leak:	Structure Failure
Leak Source:	Piping
Operator:	Not reported
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2278.0636148898678135907939642
Source of Cleanup Funding:	Piping
Preliminary Site Assessment Workplan Submitted:	9/25/2000
Preliminary Site Assessment Began:	11/21/2000
Pollution Characterization Began:	3/29/2001
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	3/24/1998

UNITED OIL #45 (Continued) **S104234266**

Enforcement Action Date:	3/29/2001
Historical Max MTBE Date:	5/25/2001
Hist Max MTBE Conc in Groundwater:	2300
Hist Max MTBE Conc in Soil:	6750
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	KARL KERNER
RP Address:	18525 S. MAIN ST.
Program:	LUST
Lat/Long:	34.0811636 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	FROM FEB. 20, 1998 THRU FEB. 27, 1998 LOST @2000 GALLONS OF PREMIUM GASOLINE NOTED LOSE IN INVENTORY CONTROL THROUGHOUT THE WEEK. SENT MAINTENANCE MAIN, RAN TEST AND FOUND LEAK IN PIPING.;4/13/00 TAX BILL COPY;12/29/00 4TH QT

LUST:

Name:	RAPID GAS #45
Address:	1465 GLENDALE BLVD N
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700730
Global Id:	T0603700730
Latitude:	34.0811636
Longitude:	-118.2603179
Status:	Completed - Case Closed
Status Date:	07/24/2013
Case Worker:	JW
RB Case Number:	900260270
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700730
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700730
Contact Type:	Regional Board Caseworker

UNITED OIL #45 (Continued) **S104234266**

Contact Name: JIMMIE WOO
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jwoo@waterboards.ca.gov
Phone Number: 2135766600

LUST:

Global Id: T0603700730
Action Type: Other
Date: 02/27/1998
Action: Leak Discovery

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 10/26/2010
Action: Staff Letter

Global Id: T0603700730
Action Type: Other
Date: 02/20/1998
Action: Leak Stopped

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Semi-Annually

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Action Type: REMEDIATION
Date: 04/28/1998
Action: Ex Situ Physical/Chemical Treatment (other than P&T, SVE, or Excavation)

Global Id: T0603700730
Action Type: REMEDIATION
Date: 04/28/1998
Action: Excavation

Global Id: T0603700730
Action Type: Other
Date: 03/24/1998
Action: Leak Reported

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 09/01/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 03/29/2001
Action: Staff Letter

Global Id: T0603700730
Action Type: RESPONSE
Date: 08/08/2006
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603700730
Action Type: RESPONSE

UNITED OIL #45 (Continued) **S104234266**

Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 12/04/2006
Action: Well Installation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2012
Action: Other Report / Document

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 03/07/2007
Action: Well Installation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2013
Action: Well Destruction Report

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 05/14/2013
Action: Notification - Preclosure

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 07/24/2013
Action: Closure/No Further Action Letter

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/27/2007
Action: Interim Remedial Action Plan

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: ENFORCEMENT

UNITED OIL #45 (Continued) **S104234266**

Date: 06/27/2002
Action: Staff Letter

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 04/27/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700730
Action Type: RESPONSE
Date: 08/27/2009
Action: Other Report / Document

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/23/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 03/28/2003
Action: Staff Letter

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 04/23/2012
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/31/2002
Action: Soil and Water Investigation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 09/15/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2011
Action: Soil and Water Investigation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 08/09/2010
Action: Well Installation Workplan

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2011
Action: Interim Remedial Action Plan

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603700730
Status: Open - Case Begin Date
Status Date: 02/20/1998

Global Id: T0603700730
Status: Open - Verification Monitoring
Status Date: 03/24/1998

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 09/25/2000

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 11/21/2000

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 03/29/2001

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 09/01/2005

Global Id: T0603700730
Status: Open - Remediation
Status Date: 10/26/2010

Global Id: T0603700730
Status: Open - Eligible for Closure
Status Date: 02/25/2013

Global Id: T0603700730
Status: Completed - Case Closed
Status Date: 07/24/2013

CERS:
Name: RAPID GAS #45
Address: 1465 GLENDALE BLVD N
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 190808
CERS ID: T0603700730
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: JIMMIE WOO - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 WEST 4TH STREET, SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766600

L80 NE 1/4-1/2 0.357 mi. 1883 ft. | **BLOOMFIELD PROPERTIES**
1515 ALVARADO ST N
LOS ANGELES, CA 90026

Site 4 of 4 in cluster L

LUST | **S102523278**
HIST CORTESE | **N/A**
CERS

Relative: Lower

Actual: 418 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260216
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Excavate and Dispose
Global ID:	T0603700724
W Global ID:	W0603700547
Staff:	UNK
Local Agency:	19050
Cross Street:	SCOTT AVE
Enforcement Type:	Not reported
Date Leak Discovered:	9/17/1987
Date Leak First Reported:	5/11/1989
Date Leak Record Entered:	3/25/1995
Date Confirmation Began:	12/7/1987
Date Leak Stopped:	9/17/1987
Date Case Last Changed on Database:	2/1/1996
Date the Case was Closed:	5/11/1989
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	Corrosion
Leak Source:	Tank
Operator:	OLD CASE #960108-01
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2551.597403209404671911918793 3
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	2/3/1988
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLOOMFIELD PROPERTIES
RP Address:	6399 WILSHIRE BLVD, STE 604, LOSA ANGELES 90048
Program:	LUST
Lat/Long:	34.0824885 / -1
Local Agency Staff:	PEJ

BLOOMFIELD PROPERTIES (Continued) **S102523278**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: Not reported

LUST:
Name: BLOOMFIELD PROPERTIES
Address: 1515 ALVARADO ST N
City,State,Zip: LOS ANGELES, CA 90026
Lead Agency: LOS ANGELES, CITY OF
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700724
Global Id: T0603700724
Latitude: 34.082597
Longitude: -118.260966
Status: Completed - Case Closed
Status Date: 05/11/1989
Case Worker: EL
RB Case Number: 900260216
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700724
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700724
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

LUST:
Global Id: T0603700724
Action Type: Other
Date: 09/17/1987
Action: Leak Stopped

Global Id: T0603700724
Action Type: Other
Date: 05/11/1989
Action: Leak Reported

BLOOMFIELD PROPERTIES (Continued) **S102523278**

Global Id: T0603700724
Action Type: Other
Date: 09/17/1987
Action: Leak Discovery

LUST:
Global Id: T0603700724
Status: Open - Case Begin Date
Status Date: 09/17/1987

Global Id: T0603700724
Status: Open - Site Assessment
Status Date: 12/07/1987

Global Id: T0603700724
Status: Open - Site Assessment
Status Date: 02/03/1988

Global Id: T0603700724
Status: Completed - Case Closed
Status Date: 05/11/1989

HIST CORTESE:
edr_fname: BLOOMFIELD PROPERTIES
edr_fadd1: 1515 ALVARADO
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260216

CERS:
Name: BLOOMFIELD PROPERTIES
Address: 1515 ALVARADO ST N
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 250405
CERS ID: T0603700724
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles

BLOOMFIELD PROPERTIES (Continued) **S102523278**

Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

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81 East 1/4-1/2 0.389 mi. 2052 ft.

STANMOR ENTERPRISES
1700 SUNSET BLVD
LOS ANGELES, CA 90026

LUST **S101297266**
HIST CORTESE **N/A**
CERS

Relative: Lower

Actual: 392 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260170
Status:	Leak being confirmed
Substance:	1
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700720
W Global ID:	W0603700547
Staff:	MB
Local Agency:	19050
Cross Street:	Not reported
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	8/26/1991
Date Leak Record Entered:	8/22/1991
Date Confirmation Began:	8/26/1991
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	10/23/2000
Date the Case was Closed:	Not reported
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	OLD CASE #090391-01
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2328.1249072100289526523408219
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported

STANMOR ENTERPRISES (Continued) **S101297266**

Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MOORE, STANLEY
RP Address:	346 POPPY AVE.
Program:	LUST
Lat/Long:	34.0770948 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	FILE MISSING

LUST:

Name:	STANMOR ENTERPRISES
Address:	1700 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700720
Global Id:	T0603700720
Latitude:	34.0770948
Longitude:	-118.2584708
Status:	Completed - Case Closed
Status Date:	07/02/2007
Case Worker:	AT
RB Case Number:	900260170
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST:

Global Id:	T0603700720
Contact Type:	Regional Board Caseworker
Contact Name:	ARMAN TOUMARI
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 WEST 4TH STREET, SUITE 200
City:	LOS ANGELES
Email:	atoumari@waterboards.ca.gov
Phone Number:	2135766708

Global Id:	T0603700720
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

LUST:

Global Id:	T0603700720
Action Type:	ENFORCEMENT

STANMOR ENTERPRISES (Continued) **S101297266**

Date: 10/03/2000
Action: Staff Letter

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 03/20/2006
Action: Staff Letter

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 07/02/2007
Action: Closure/No Further Action Letter

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 03/07/2007
Action: Staff Letter

Global Id: T0603700720
Action Type: REMEDIATION
Date: 05/03/1991
Action: Excavation

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 07/02/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603700720
Action Type: Other
Date: 08/26/1991
Action: Leak Reported

Global Id: T0603700720
Action Type: RESPONSE
Date: 11/02/2000
Action: Other Report / Document

Global Id: T0603700720
Action Type: RESPONSE
Date: 04/15/2006
Action: Other Report / Document

Global Id: T0603700720
Action Type: RESPONSE
Date: 04/15/2007
Action: Soil and Water Investigation Workplan

LUST:
Global Id: T0603700720
Status: Open - Case Begin Date
Status Date: 08/26/1991

Global Id: T0603700720
Status: Open - Site Assessment
Status Date: 08/26/1991

STANMOR ENTERPRISES (Continued) **S101297266**

Global Id:	T0603700720
Status:	Open - Site Assessment
Status Date:	06/05/2007

Global Id:	T0603700720
Status:	Completed - Case Closed
Status Date:	07/02/2007

HIST CORTESE:

edr_fname:	STANMOR ENTERPRISES
edr_fadd1:	1700 SUNSET
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260170

CERS:

Name:	STANMOR ENTERPRISES
Address:	1700 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	203635
CERS ID:	T0603700720
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	ARMAN TOUMARI - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 WEST 4TH STREET, SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766708

82
NE
1/4-1/2
0.437 mi.
2308 ft.

Relative:
Lower

Actual:
419 ft.

ARCO #1597
1601 GLENDALE BLVD
LOS ANGELES, CA 90026

LUST
CHMIRS
Cortese
ENF
HIST CORTESE
WDR
CIWQS
CERS

S102424175
N/A

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260125
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700716
W Global ID:	W0603700547
Staff:	UNK
Local Agency:	19050
Cross Street:	BERKELEY
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	12/4/1992
Date Leak Record Entered:	11/25/1992
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	1/31/1997
Date the Case was Closed:	11/19/1996
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	OLD CASE #120992-01
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	3532.5164104819803466137405217
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	12/4/1992
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	33000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ARCO PRODUCTS CO
RP Address:	P.O. BOX 5077, BUENA PARK, CA 90622-5077

ARCO #1597 (Continued) **S102424175**

Program:	LUST
Lat/Long:	34.0855164 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	10/01/96 QUARTERLY UPDATE REPORT 96' 10/07/96 WORK PLAN FOR SVE PILOT TEST 01/31/97 4TH QUARTERLY REPORT MTBE DATA INCLUDED
Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260125A
Status:	Pollution Characterization
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603797967
W Global ID:	Not reported
Staff:	RVJ
Local Agency:	19050
Cross Street:	BERKELEY/GLENDALE BLVD
Enforcement Type:	SEL
Date Leak Discovered:	3/12/2003
Date Leak First Reported:	3/12/2003
Date Leak Record Entered:	Not reported
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	Not reported
Date the Case was Closed:	Not reported
How Leak Discovered:	OM
How Leak Stopped:	Other Means
Cause of Leak:	Spill
Leak Source:	Other Source
Operator:	Not reported
Water System:	Not reported
Well Name:	Not reported
Approx. Dist To Production Well (ft):	Not reported
Source of Cleanup Funding:	Other Source
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	3/12/2003
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	9/3/2003
Hist Max MTBE Conc in Groundwater:	36000
Hist Max MTBE Conc in Soil:	42
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	=
Soil Qualifier:	=

ARCO #1597 (Continued) **S102424175**

Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	TERESA SANTANA
RP Address:	FOUR CENTERPOINTE DR., LPR4-460
Program:	LUST
Lat/Long:	0 / 0
Local Agency Staff:	Not reported
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

LUST:

Name:	ARCO #1597
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603797967
Global Id:	T0603797967
Latitude:	34.084041
Longitude:	-118.260324
Status:	Open - Eligible for Closure
Status Date:	08/02/2019
Case Worker:	MT
RB Case Number:	900260125A
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603797967
Contact Type:	Local Agency Caseworker
Contact Name:	MARCUS LOOK
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0603797967
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	maryam.taidy@waterboards.ca.gov
Phone Number:	2135766741

LUST:

Global Id:	T0603797967
Action Type:	Other

ARCO #1597 (Continued) **S102424175**

Date: 03/12/2003
Action: Leak Discovery

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/07/2017
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

ARCO #1597 (Continued) **S102424175**

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 03/07/2014
Action: Other Workplan - Regulator Responded

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/24/2014
Action: Other Workplan - Regulator Responded

Global Id: T0603797967
Action Type: RESPONSE
Date: 12/21/2016
Action: Request for Closure - Regulator Responded

Global Id: T0603797967
Action Type: REMEDIATION
Date: 11/24/2003
Action: Free Product Removal

Global Id: T0603797967
Action Type: REMEDIATION
Date: 03/01/2014
Action: Excavation

Global Id: T0603797967
Action Type: REMEDIATION
Date: 03/16/2006
Action: Other (Use Description Field)

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE

ARCO #1597 (Continued) **S102424175**

Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 06/07/2017
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 08/25/2017
Action: Staff Letter

Global Id: T0603797967
Action Type: Other
Date: 03/12/2003
Action: Leak Reported

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 03/20/2006
Action: Remedial Progress Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

ARCO #1597 (Continued) **S102424175**

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 07/18/2017
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 06/01/2018
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE

ARCO #1597 (Continued) **S102424175**

Date: 08/26/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 08/04/2014
Action: Staff Letter

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 08/02/2019
Action: Notification - Preclosure

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/22/2010
Action: Well Installation Workplan

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 05/15/2003
Action: Staff Letter

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

ARCO #1597 (Continued) **S102424175**

Global Id: T0603797967
Action Type: RESPONSE
Date: 11/04/2014
Action: Soil and Water Investigation Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 03/26/2015
Action: Well Destruction Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/26/2016
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 03/17/2014
Action: Staff Letter

Global Id: T0603797967
Action Type: RESPONSE
Date: 05/08/2003
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2003
Action: Other Report / Document

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE

ARCO #1597 (Continued) **S102424175**

Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/03/2015
Action: Well Installation Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2016
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603797967
Status: Open - Case Begin Date
Status Date: 03/12/2003

Global Id: T0603797967
Status: Open - Site Assessment
Status Date: 03/12/2003

Global Id: T0603797967
Status: Open - Site Assessment
Status Date: 04/28/2009

Global Id: T0603797967
Status: Open - Remediation
Status Date: 03/17/2014

Global Id: T0603797967
Status: Open - Eligible for Closure
Status Date: 08/02/2019

Name: ARCO #1597
Address: 1601 GLENDALE BLVD
City,State,Zip: LOS ANGELES, CA 90026
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700716
Global Id: T0603700716
Latitude: 34.0836009
Longitude: -118.260136
Status: Completed - Case Closed
Status Date: 11/19/1996
Case Worker: YR
RB Case Number: 900260125
Local Agency: LOS ANGELES, CITY OF
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700716

ARCO #1597 (Continued) **S102424175**

Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700716
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700716
Action Type:	Other
Date:	12/04/1992
Action:	Leak Reported

LUST:

Global Id:	T0603700716
Status:	Open - Case Begin Date
Status Date:	12/04/1992

Global Id:	T0603700716
Status:	Open - Site Assessment
Status Date:	12/04/1992

Global Id:	T0603700716
Status:	Completed - Case Closed
Status Date:	11/19/1996

CHMIRS:

Name:	Not reported
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
OES Incident Number:	1-4389
OES notification:	07/31/2001
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported

ARCO #1597 (Continued) **S102424175**

Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2001
Agency:	Atlantic Richfield Co
Incident Date:	5/3/200112:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Unknown:	Unknown
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Contaminate was discovered in laboratory samples

CORTESE:

Name:	ARCO #1597
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Envirostor Id:	Not reported

ARCO #1597 (Continued) **S102424175**

Global ID:	T0603797967
Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	OPEN - ELIGIBLE FOR CLOSURE
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

ENF:

Name:	TESORO STATION NO. 42019 (FORMER ARCO 1597)
Address:	1601 GLENDALE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90026
Region:	4
Facility Id:	805179
Agency Name:	Andeavor
Place Type:	Service/Commercial
Place Subtype:	Gasoline Service Station
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0836
Place Longitude:	-118.26013
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	3
Complexity:	A
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Contaminated ground water
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WDRNONMUNIPRCS

ARCO #1597 (Continued) **S102424175**

Program Category1:	WDR
Program Category2:	WDR
# Of Programs:	1
WDID:	4B198600252
Reg Measure Id:	395566
Reg Measure Type:	Enrollee - WDR
Region:	4
Order #:	R4-2007-0019
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	8199
Status:	Historical
Status Date:	07/10/2018
Effective Date:	05/14/2014
Expiration/Review Date:	05/14/2024
Termination Date:	07/09/2018
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	58 - Non15 Based on (TTWQ)/CPLX)
Direction/Voice:	Passive
Enforcement Id(EID):	397817
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	08/15/2014
Adoption/Issuance Date:	08/15/2014
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	NOV 08/15/2014 for Andeavor
Description:	NOV issued for Failure to Submit Monitoring Report
Program:	WDRNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

edr_fname:	ARCO #1597
edr_fadd1:	1601 GLENDALE

ARCO #1597 (Continued) **S102424175**

City,State,Zip:	LOS ANGELES, CA 90039
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260125

WDR:

Name:	TESORO STATION NO. 42019 (FORMER ARCO 1597)
Address:	1601 GLENDALE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90026
Global ID:	WDR100016904
Status:	HISTORICAL - WDR

CIWQS:

Name:	TESORO STATION NO. 42019 (FORMER ARCO 1597)
Address:	1601 GLENDALE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90026
Agency:	Andeavor
Agency Address:	6 Centerpointe Drive 5co28, La Palma, CA 90623
Place/Project Type:	Gasoline Service Station
SIC/NAICS:	5541
Region:	4
Program:	WDRNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee - WDR
Order Number:	R4-2007-0019
WDID:	4B198600252
NPDES Number:	Not reported
Adoption Date:	Not reported
Effective Date:	05/14/2014
Termination Date:	07/09/2018
Expiration/Review Date:	05/14/2024
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	A
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	34.0836
Longitude:	-118.26013

CERS:

Name:	ARCO #1597
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	243293
CERS ID:	T0603797967
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA

ARCO #1597 (Continued) **S102424175**

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766741

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: MARCUS LOOK - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 N. MAIN ST. RM. 970
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: ARCO #1597
Address: 1601 GLENDALE BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 243293
CERS ID: T0603700716
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: LOS ANGELES

ARCO #1597 (Continued) **S102424175**

Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766741
Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	MARCUS LOOK - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 N. MAIN ST. RM. 970
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

M83 **HOLLOWAY DRY CLEANERS** **Notify 65** **S100178588**
ESE **1159 ECHO PARK BLVD** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026**
0.463 mi.
2444 ft. **Site 1 of 2 in cluster M**

Relative:
Lower

Actual:
396 ft.

NOTIFY 65:

Date Reported:	Not reported
Staff Initials:	Not reported
Board File Number:	Not reported
Facility Type:	Not reported
Discharge Date:	Not reported
Issue Date:	Not reported
Incident Description:	Not reported

M84 **HOLLYWAY CLEANERS** **RCRA-SQG** **1000293798**
ESE **1159 ECHO PARK AVE** **CPS-SLIC** **CAD045529427**
1/4-1/2 **LOS ANGELES, CA 90026** **FINDS**
0.463 mi. **ECHO**
2444 ft. **Site 2 of 2 in cluster M** **DRYCLEANERS**
EMI
Relative: **CERS**
Lower

Actual:
396 ft.

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	HOLLYWAY CLEANERS
Facility address:	1159 ECHO PARK AVE LOS ANGELES, CA 90026
EPA ID:	CAD045529427
Mailing address:	8350 SANTA MONICA BL STE 215

HOLLYWAY CLEANERS (Continued) **1000293798**

	LOS ANGELES, CA 90069
Contact:	Not reported
Contact address:	Not reported
	Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	VALETOR INC
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED
	NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No

HOLLYWAY CLEANERS (Continued) **1000293798**

Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 1986-10-14 00:00:00.0
Site name: HOLLYWAY CLEANERS
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 1992-12-09 00:00:00.0
Date achieved compliance: 1997-12-09 00:00:00.0
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 1992-12-09 00:00:00.0
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 1997-12-09 00:00:00.0
Evaluation lead agency: State Contractor/Grantee

SLIC REG 4:
Region: 4
Facility Status: Site Assessment
SLIC: 0075
Substance: VOCs
Staff: AH

CPS-SLIC:
Name: HOLLYWAY CLEANERS
Address: 1157 ECHO PARK AVE
City,State,Zip: LOS ANGELES, CA 90026
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 09/29/1999
Global Id: SL2048E1699
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.076595504983
Longitude: -118.257688224537
Case Type: Cleanup Program Site
Case Worker: MPG
Local Agency: Not reported
RB Case Number: 0075
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Soil, Soil Vapor

HOLLYWAY CLEANERS (Continued) **1000293798**

Potential Contaminants of Concern: Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Trichloroethylene (TCE)

Site History: The site is a three-story building constructed in approximately 1915. Hollyway Cleaners began operating in one of the units of the building in approximately 1941 and has been in operation under successive owners since then. Site investigation conducted in 1988 for property transaction indicated that the soil and groundwater beneath the site were contaminated with perchloroethylene (PCE), trichlorothene (TCE) and other volatile organic compounds (VOCs) as a result of release(s) from dry cleaning operations. Subsequent subsurface investigations involving soil vapor survey, soil and groundwater sampling and installation of groundwater monitoring wells confirmed the contamination of the soil, soil vapor and groundwater beneath the site. Groundwater monitoring began in 1998 and continued through 1999. However, it was discontinued 2000. A soil vapor extraction (SVE) system was installed at the site in approximately 1994. The system operated intermittently and operating parameters are unknown. From 2000 to 2001, bench-scale testing was conducted on soil and groundwater samples for bioremediation. No pilot test or full scale implementation of the proposed bioremediation was carried out. On December 21, 2011, the Regional Board issued a Cleanup and Abatement Order (CAO) to all responsible parties to complete site assessment and delineation of extent of contamination and to clean up the site. On July 26, 2013, the Regional Board issued an Amendment to Cleanup and Abatement Order No. R4-2011-0183. Site assessment and groundwater monitoring are underway at the site.

Click here to access the California GeoTracker records for this facility:

FINDS:

Registry ID: 110002646030

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000293798
Registry ID: 110002646030
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002646030

DRYCLEANERS:

Name: HOLLYWAY CLEANERS
Address: 1159 ECHO PARK AVE
City,State,Zip: LOS ANGELES, CA 900260000

HOLLYWAY CLEANERS (Continued) **1000293798**

EPA Id:	CAL000169711
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/13/1997
Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	ZARE SARKISSIAN
Owner Address:	1159 ECHO PARK AVE
Owner Address 2:	Not reported
Owner Telephone:	2132503961
Contact Name:	ZARE SARKISSIAN OWNER
Contact Address:	1159 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	2132503961
Mailing Name:	Not reported
Mailing Address 1:	1159 ECHO PARK AVE
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900260000
Owner Fax:	Not reported
Region Code:	3

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
EPA Id:	CAC002987185
NAICS Code:	812320
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	10/30/2018
Facility Active:	No
Inactive Date:	01/29/2019
Facility Addr2:	Not reported
Owner Name:	DIGNA ALVARADO
Owner Address:	1159 ECHO PARK AVE
Owner Address 2:	Not reported
Owner Telephone:	2132689074
Contact Name:	ASHLEY GUZMAN
Contact Address:	1159 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	2132689074
Mailing Name:	Not reported
Mailing Address 1:	1159 ECHO PARK AVE
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90026
Owner Fax:	Not reported
Region Code:	3

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE

HOLLYWAY CLEANERS (Continued) **1000293798**

City,State,Zip:	LOS ANGELES, CA 90026
EPA Id:	CAL000419647
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/18/2016
Facility Active:	No
Inactive Date:	06/30/2017
Facility Addr2:	Not reported
Owner Name:	DIGNA ALVARADO
Owner Address:	1159 ECHO PARK AVE
Owner Address 2:	Not reported
Owner Telephone:	3233624248
Contact Name:	DIGNA ALVARADO
Contact Address:	1159 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	3233624248
Mailing Name:	Not reported
Mailing Address 1:	1159 ECHO PARK AVE
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90026
Owner Fax:	Not reported
Region Code:	3

DRYCLEAN SOUTH COAST:

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	7348
Application Number:	A87926
Permit Number:	P63262
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	10
CCAT Description:	SOLVATION UNIT
UTM East:	0
UTM North:	0

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	7348
Application Number:	C39385
Permit Number:	M30650
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE

HOLLYWAY CLEANERS (Continued) **1000293798**

CCAT Number:	10
CCAT Description:	SOLVATION UNIT
UTM East:	0
UTM North:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	113450
Application Number:	331489
Permit Number:	F9204
Status:	S
Representative Name:	ZARE SARKISSIAN
Representative Telephone:	213 2503961
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	383.87799072
UTM North:	3771.0100098

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	113450
Application Number:	402309
Permit Number:	F52761
Status:	S
Representative Name:	ZARE SARKISSIAN
Representative Telephone:	213 2503961
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	383.87799072
UTM North:	3771.0100098

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	113450
Application Number:	468244
Permit Number:	F89976
Status:	S
Representative Name:	ZARE SARKISSIAN
Representative Telephone:	213 2503961
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	383.87799072
UTM North:	3771.0100098

Name:	HOLLYWAY CLEANERS, DIGNA GUZMAN DBA

HOLLYWAY CLEANERS (Continued) **1000293798**

Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	155066
Application Number:	480889
Permit Number:	F97994
Status:	A
Representative Name:	DIGNA GUZMAN
Representative Telephone:	213 2503961
Permit Status:	INACT_NR
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.97000122
UTM North:	3771.1599121

Name:	HOLLYWAY CLEANERS, DIGNA GUZMAN DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	155066
Application Number:	517436
Permit Number:	G12721
Status:	A
Representative Name:	DIGNA GUZMAN
Representative Telephone:	213 2503961
Permit Status:	INACT_NR
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.97000122
UTM North:	3771.1599121

Name:	HOLLYWAY CLEANERS, DIGNA GUZMAN DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	155066
Application Number:	562275
Permit Number:	G30917
Status:	A
Representative Name:	DIGNA GUZMAN
Representative Telephone:	213 2503961
Permit Status:	INACT_NR
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.97000122
UTM North:	3771.1599121

EMI:

Name:	HOLLYWAY CLEANERS,VALETOR INC
Address:	1159 ECHO PARK AV
City,State,Zip:	LOS ANGELES, CA 90026
Year:	1987
County Code:	19
Air Basin:	SC

HOLLYWAY CLEANERS (Continued) **1000293798**

Facility ID:	52538
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	VALETOR INC, HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AV
City,State,Zip:	LOS ANGELES, CA 90026
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	52538
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	VALETOR INC
Address:	1159 ECHO PARK AV
City,State,Zip:	LOS ANGELES, CA 90026
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	52538
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026

HOLLYWAY CLEANERS (Continued) **1000293798**

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	113450
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	113450
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	113450
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.00645
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0.0416
NOX - Oxides of Nitrogen Tons/Yr:	0.0495
SOX - Oxides of Sulphur Tons/Yr:	0.000297
Particulate Matter Tons/Yr:	0.00376
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HOLLYWAY CLEANERS (Continued) **1000293798**

CERS:

Name:	HOLLYWAY CLEANERS
Address:	1157 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	203857
CERS ID:	SL2048E1699
CERS Description:	Cleanup Program Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MONAL GAJJAR - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W 4th Street
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766745

85
East
1/4-1/2
0.499 mi.
2636 ft.

Relative:
Lower

Actual:
400 ft.

REGENCY CLEANERS
1411 ECHO PARK AVE
LOS ANGELES, CA 90026

RCRA-SQG
ENVIROSTOR
CPS-SLIC
VCP
DEED
FINDS
ECHO
DRYCLEANERS
CERS

1000594357
CAD983581802

RCRA-SQG:

Date form received by agency:	1991-05-07 00:00:00.0
Facility name:	REGENCY CLEANERS
Facility address:	1411 ECHO PARK AVE LOS ANGELES, CA 90026
EPA ID:	CAD983581802
Mailing address:	ECHO PARK AVE LOS ANGELES, CA 90026
Contact:	KI JUN
Contact address:	1411 ECHO PARK AVE LOS ANGELES, CA 90026
Contact country:	US
Contact telephone:	213-250-1973
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported

REGENCY CLEANERS (Continued) **1000594357**

Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: JUN KI HWAN
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

ENVIROSTOR:
Name: ECHO PARK PLAZA
Address: 1411 ECHO PARK AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 60001767
Status: Certified O&M - Land Use Restrictions Only
Status Date: 09/09/2014
Site Code: 301569
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 0.37
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Richard Allen
Supervisor: Jose Diaz

REGENCY CLEANERS (Continued) **1000594357**

Division Branch: Cleanup Chatsworth
Assembly: 45, 51
Senate: 24
Special Program: Voluntary Cleanup Program
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 34.07825
Longitude: -118.2567
APN: 5419-023-038
Past Use: DRY CLEANING
Potential COC: Tetrachloroethylene (PCE
Confirmed COC: Tetrachloroethylene (PCE
Potential Description: SOIL, SV
Alias Name: 5419-023-038
Alias Type: APN
Alias Name: 301569
Alias Type: Project Code (Site Code)
Alias Name: 60001767
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 07/25/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 07/26/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/13/2012
Comments: VCA executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 02/25/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: LUR - Notification Response
Completed Date: 06/19/2015
Comments: Uploading today, Drive by on Saturday, 6/20

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 01/06/2016
Comments: completed on 1/6/2016

REGENCY CLEANERS (Continued) **1000594357**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/20/2012
Comments: review was completed with recommendations for additional investigations

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/20/2012
Comments: workplan approved and implemented

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/14/2013
Comments: field work completed by consultant on 3-1-2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 06/18/2013
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CPS-SLIC:
Name: ECHO PARK PLAZA
Address: 1411 ECHO PARK PLAZA
City,State,Zip: LOS ANGELES, CA
Region: STATE
Facility Status: Completed - Case Closed
Status Date: 04/05/2005
Global Id: SL0603767361
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.078233
Longitude: -118.256759
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 1166
File Location: Not reported
Potential Media Affected: Aquifer used for drinking water supply
Potential Contaminants of Concern: Tetrachloroethylene (PCE)
Site History: Not reported

REGENCY CLEANERS (Continued) **1000594357**

Click here to access the California GeoTracker records for this facility:

VCP:

Name:	ECHO PARK PLAZA
Address:	1411 ECHO PARK AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60001767
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.37
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Richard Allen
Supervisor:	Jose Diaz
Division Branch:	Cleanup Chatsworth
Site Code:	301569
Assembly:	45, 51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	09/09/2014
Restricted Use:	YES
Funding:	Not Applicable
Lat/Long:	34.07825 / -118.2567
APN:	5419-023-038
Past Use:	DRY CLEANING
Potential COC:	30022
Confirmed COC:	30022
Potential Description:	SOIL, SV
Alias Name:	5419-023-038
Alias Type:	APN
Alias Name:	301569
Alias Type:	Project Code (Site Code)
Alias Name:	60001767
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	07/25/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	07/26/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	08/13/2012

REGENCY CLEANERS (Continued) **1000594357**

Comments: VCA executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 02/25/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: LUR - Notification Response
Completed Date: 06/19/2015
Comments: Uploading today, Drive by on Saturday, 6/20

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 01/06/2016
Comments: completed on 1/6/2016

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/20/2012
Comments: review was completed with recommendations for additional investigations

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/20/2012
Comments: workplan approved and implemented

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/14/2013
Comments: field work completed by consultant on 3-1-2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 06/18/2013
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

DEED:
Name: ECHO PARK PLAZA

REGENCY CLEANERS (Continued) **1000594357**

Address: 1411 ECHO PARK AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Envirostor ID: 60001767
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): Not reported
File Name: Envirostor Land Use Restrictions

FINDS:

Registry ID: 110002843932

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1000594357
Registry ID: 110002843932
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110002843932

DRYCLEANERS:
Name: REGENCY CLEANERS
Address: 1411 ECHO PARK AVE STE 102
City,State,Zip: LOS ANGELES, CA 900260000
EPA Id: CAD983581802
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 05/07/1991
Facility Active: No
Inactive Date: 02/17/2006
Facility Addr2: Not reported
Owner Name: JAI SUNG SHIM
Owner Address: 1411 ECHO PARK AVE #102
Owner Address 2: Not reported

REGENCY CLEANERS (Continued) **1000594357**

Owner Telephone:	2134829986
Contact Name:	JAEHYUK KWAK (JASON)
Contact Address:	1411 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	9099972123
Mailing Name:	Not reported
Mailing Address 1:	11415 MAGNOLIA AVE #8
Mailing Address 2:	Not reported
Mailing City:	RIVERSIDE
Mailing State:	CA
Mailing Zip:	92505
Owner Fax:	Not reported
Region Code:	4

Name:	REGENCY CLEANERS
Address:	1411 ECHO PARK AVE STE 102
City,State,Zip:	LOS ANGELES, CA 900260000
EPA Id:	CAL000303521
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	02/17/2006
Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	HYUN SOOK YANG
Owner Address:	1411 ECHO PARK AVE 102
Owner Address 2:	Not reported
Owner Telephone:	2134829986
Contact Name:	HYUN SOOK YANG OWNER
Contact Address:	1411 ECHO PARK AVE STE 102
Contact Address 2:	Not reported
Contact Telephone:	2134829986
Mailing Name:	Not reported
Mailing Address 1:	1411 ECHO PARK AVE STE 102
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900260000
Owner Fax:	2134829986
Region Code:	3

Name:	REGENCY CLEANERS
Address:	1411 ECHO PARK AVE STE 102
City,State,Zip:	LOS ANGELES, CA 900263300
EPA Id:	CAL000344553
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	07/06/2009
Facility Active:	No
Inactive Date:	06/30/2013
Facility Addr2:	Not reported
Owner Name:	KWI MOON. KANG
Owner Address:	1026 S OXFORD AVE UNIT 302

REGENCY CLEANERS (Continued) **1000594357**

Owner Address 2:	Not reported
Owner Telephone:	2135989828
Contact Name:	KRIS KANG OWNER
Contact Address:	1026 S OXFORD AVE UNIT 302
Contact Address 2:	Not reported
Contact Telephone:	2135989828
Mailing Name:	Not reported
Mailing Address 1:	1411 ECHO PARK AVE STE 102
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900263300
Owner Fax:	0000000000
Region Code:	3

CERS:

Name:	ECHO PARK PLAZA
Address:	1411 ECHO PARK PLAZA
City,State,Zip:	LOS ANGELES, CA
Site ID:	202270
CERS ID:	SL0603767361
CERS Description:	Cleanup Program Site

86
WSW
1/2-1
0.550 mi.
2902 ft.

TERMINIX
2828 LONDON STREET
LOS ANGELES, CA 90026

ENVIROSTOR **S105557623**
VCP **N/A**

Relative:
Lower

Actual:
345 ft.

ENVIROSTOR:

Name:	TERMINIX
Address:	2828 LONDON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19070003
Status:	Active
Status Date:	01/07/2002
Site Code:	301061
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Manjul Bose
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	51
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.07633
Longitude:	-118.2755
APN:	5402008025, 5404-008-25
Past Use:	PESTICIDE/INSECTIDE/RODENTICIDE STORAGE
Potential COC:	* Pesticides - Wastes From Production

TERMINIX (Continued) **S105557623**

Confirmed COC: * Pesticides - Wastes From Production
Potential Description: SOIL
Alias Name: MASTER PEST CONTROL, L.P.
Alias Type: Alternate Name
Alias Name: TERMINIX
Alias Type: Alternate Name
Alias Name: 5402008025
Alias Type: APN
Alias Name: 5404-008-25
Alias Type: APN
Alias Name: 110033618994
Alias Type: EPA (FRS #)
Alias Name: 301061
Alias Type: Project Code (Site Code)
Alias Name: 19070003
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/10/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2002
Comments: VCA amendment signed for RAW 08/20/02.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/07/2002
Comments: A Voluntary Cleanup Agreement (VCA) between DTSC and Terminix was signed on January 7, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/25/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/11/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Request for Tribal Outreach

TERMINIX (Continued) **S105557623**

Completed Date: 10/18/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 04/23/2019
Comments: Sent via email

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pre-HARP Form
Completed Date: 05/20/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/13/2019
Comments: Response to Comments - 30 Day Public Comment Period

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/25/2008
Comments: Property remains the same.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2003
Comments: RAW was approved on 3/27/03. Proposed remediation activites consists of removing approximately 500 Cubic yards of soil. NOE was approved on 3/27/03. There were five written comments received on the Draft RAW. The comments were not substantial and did not resolt in changes to the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/02/2005
Comments: RA Completion Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/29/2009
Comments: VCA was sign with Gil Zahavi of Pil-Pel LLC on 4/29/2009

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/27/2002
Comments: DTSC awaiting submittal of Draft workplan. PEA completed. Additional work needed at site.

Completed Area Name: PROJECT WIDE

TERMINIX (Continued) **S105557623**

Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2009
Comments: Letter sent notifying termination of VCA agreement with Terminix International Co. LP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/15/2009
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/30/2009
Comments: Armen Minassian visited site on PM's behalf.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 12/17/2009
Comments: No further comments from RP, RAW submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 11/02/2017
Comments: Workplan Approved!

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/02/2018
Comments: Revised Report (January 2018) Approved. Next step RAW submittal

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 09/27/2018
Comments: Community Profile - 2018 version complete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 02/01/2003
Comments: Finalized & Completed in Feb 2003

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/01/2003
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan

TERMINIX (Continued) **S105557623**

Completed Date: 03/13/2019
Comments: RAW Approval Letter Sent - Further Action Required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 11/02/2018
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/02/2018
Comments: Completed. Published October 31, 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 03/13/2018
Comments: Community Update - For updating community profile - Sent March 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 01/23/2019
Comments: Supplemental Site Investigation - Pavement / Wipe Sampling Report - Accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 04/18/2019
Comments: Work Notice - Printed & given to line of sight neighbors.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 10/06/2010
Comments: VCA Amendment signed.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 07/14/2019
Schedule Revised Date: 12/14/2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Certification
Schedule Due Date: 07/15/2019
Schedule Revised Date: Not reported

VCP:
Name: TERMINIX

TERMINIX (Continued) **S105557623**

Address:	2828 LONDON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19070003
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Manjul Bose
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301061
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/07/2002
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.07633 / -118.2755
APN:	5402008025, 5404-008-25
Past Use:	PESTICIDE/INSECTIDE/RODENTICIDE STORAGE
Potential COC:	10077
Confirmed COC:	10077
Potential Description:	SOIL
Alias Name:	MASTER PEST CONTROL, L.P.
Alias Type:	Alternate Name
Alias Name:	TERMINIX
Alias Type:	Alternate Name
Alias Name:	5402008025
Alias Type:	APN
Alias Name:	5404-008-25
Alias Type:	APN
Alias Name:	110033618994
Alias Type:	EPA (FRS #)
Alias Name:	301061
Alias Type:	Project Code (Site Code)
Alias Name:	19070003
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/10/2007
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	03/27/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

TERMINIX (Continued) **S105557623**

Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2002
Comments: VCA amendment signed for RAW 08/20/02.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/07/2002
Comments: A Voluntary Cleanup Agreement (VCA) between DTSC and Terminix was signed on January 7, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/25/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/11/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Request for Tribal Outreach
Completed Date: 10/18/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 04/23/2019
Comments: Sent via email

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pre-HARP Form
Completed Date: 05/20/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/13/2019
Comments: Response to Comments - 30 Day Public Comment Period

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/25/2008
Comments: Property remains the same.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2003

TERMINIX (Continued) **S105557623**

Comments: RAW was approved on 3/27/03. Proposed remediation activites consists of removing approximately 500 Cubic yards of soil. NOE was approved on 3/27/03. There were five written comments received on the Draft RAW. The comments were not substantial and did not resolt in changes to the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/02/2005
Comments: RA Completion Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/29/2009
Comments: VCA was sign with Gil Zahavi of Pil-Pel LLC on 4/29/2009

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/27/2002
Comments: DTSC awaiting submittal of Draft workplan. PEA completed. Additional work needed at site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2009
Comments: Letter sent notifying termination of VCA agreement with Terminix International Co. LP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/15/2009
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/30/2009
Comments: Armen Minassian visited site on PM's behalf.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 12/17/2009
Comments: No further comments from RP, RAW submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 11/02/2017
Comments: Workplan Approved!

Completed Area Name: PROJECT WIDE

TERMINIX (Continued) **S105557623**

Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/02/2018
Comments: Revised Report (January 2018) Approved. Next step RAW submittal

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 09/27/2018
Comments: Community Profile - 2018 version complete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 02/01/2003
Comments: Finalized & Completed in Feb 2003

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/01/2003
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/13/2019
Comments: RAW Approval Letter Sent - Further Action Required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 11/02/2018
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/02/2018
Comments: Completed. Published October 31, 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 03/13/2018
Comments: Community Update - For updating community profile - Sent March 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 01/23/2019
Comments: Supplemental Site Investigation - Pavement / Wipe Sampling Report - Accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice

TERMINIX (Continued) **S105557623**

Completed Date:	04/18/2019
Comments:	Work Notice - Printed & given to line of sight neighbors.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	10/06/2010
Comments:	VCA Amendment signed.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Completion Report
Schedule Due Date:	07/14/2019
Schedule Revised Date:	12/14/2019
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Certification
Schedule Due Date:	07/15/2019
Schedule Revised Date:	Not reported

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87 SSW 1/2-1 0.711 mi. 3755 ft. | **BELMONT NEW PRIMARY CENTER NO. 12**
LAKE STREET/ROSELAKE AVENUE
LOS ANGELES, CA 90026 | **ENVIROSTOR SCH** | **S107735904 N/A**

Relative: Lower
Actual: 368 ft.

ENVIROSTOR:

Name:	BELMONT NEW PRIMARY CENTER NO. 12
Address:	LAKE STREET/ROSELAKE AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19880022
Status:	No Further Action
Status Date:	10/10/2003
Site Code:	304310
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Asbestos Containing Materials (ACM Lead

BELMONT NEW PRIMARY CENTER NO. 12 (Continued) **S107735904**

Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BELMONT NEW PRIMARY CENTER #12
Alias Type: Alternate Name
Alias Name: BELOMOT NEW PRIMARY CENTER #12
Alias Type: Alternate Name
Alias Name: BELOMOT NEW PRIMARY CENTER NO. 12
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PC # 12
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 304310
Alias Type: Project Code (Site Code)
Alias Name: 19880022
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/11/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/10/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 09/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 08/05/2003
Comments: 4.14 request received post PEA and pre-SSI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/10/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

BELMONT NEW PRIMARY CENTER NO. 12 (Continued) **S107735904**

Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BELMONT NEW PRIMARY CENTER NO. 12
Address:	LAKE STREET/ROSELAKE AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19880022
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304310
Assembly:	53
Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	10/10/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Asbestos Containing Materials (ACM, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	BELMONT NEW PRIMARY CENTER #12
Alias Type:	Alternate Name
Alias Name:	BELOMOT NEW PRIMARY CENTER #12
Alias Type:	Alternate Name
Alias Name:	BELOMOT NEW PRIMARY CENTER NO. 12
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PC # 12
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304310
Alias Type:	Project Code (Site Code)
Alias Name:	19880022
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report

BELMONT NEW PRIMARY CENTER NO. 12 (Continued) **S107735904**

Completed Date: 12/11/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 07/10/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 09/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 08/05/2003
Comments: 4.14 request received post PEA and pre-SSI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/10/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

88
South
1/2-1
0.823 mi.
4348 ft.

IGLESIA NI CRISTO **ENVIROSTOR** **S109548376**
141 NORTH UNION AVENUE **VCP** **N/A**
LOS ANGELES, CA 90026

Relative:
Lower

Actual:
415 ft.

ENVIROSTOR:
Name: IGLESIA NI CRISTO
Address: 141 NORTH UNION AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 60001080
Status: No Further Action
Status Date: 10/08/2009
Site Code: 301416
Site Type: Voluntary Cleanup

IGLESIA NI CRISTO (Continued) **S109548376**

Site Type Detailed:	Voluntary Cleanup
Acres:	2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Assembly:	51
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.06532
Longitude:	-118.2655
APN:	5159-008-025
Past Use:	NONE
Potential COC:	Lead
Confirmed COC:	Lead
Potential Description:	SOIL
Alias Name:	5159-008-025
Alias Type:	APN
Alias Name:	301416
Alias Type:	Project Code (Site Code)
Alias Name:	60001080
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/15/2009
Comments:	NFA letter issued.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement Termination Notification
Completed Date:	10/08/2009
Comments:	NFA Issued. VCA Scope of work completed. CRU memo sent.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	07/29/2009
Comments:	Complete
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/05/2009
Comments:	NFA letter sent. CRU memo sent.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported

IGLESIA NI CRISTO (Continued) **S109548376**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Name: IGLESIA NI CRISTO
Address: 141 NORTH UNION AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 60001080
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Rita Kamat
Division Branch: Cleanup Chatsworth
Site Code: 301416
Assembly: 51
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: No Further Action
Status Date: 10/08/2009
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.06532 / -118.2655
APN: 5159-008-025
Past Use: NONE
Potential COC: 30013
Confirmed COC: 30013
Potential Description: SOIL
Alias Name: 5159-008-025
Alias Type: APN
Alias Name: 301416
Alias Type: Project Code (Site Code)
Alias Name: 60001080
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/15/2009
Comments: NFA letter issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 10/08/2009
Comments: NFA Issued. VCA Scope of work completed. CRU memo sent.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

IGLESIA NI CRISTO (Continued) **S109548376**

Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 07/29/2009
Comments: Complete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/05/2009
Comments: NFA letter sent. CRU memo sent.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

89
West
1/2-1
0.833 mi.
4399 ft.

Relative:
Lower

Actual:
312 ft.

BELMONT NEW P C NO 1
610 MICHELTORENA ST
LOS ANGELES, CA 90026

RCRA-SQG **1006805468**
ENVIROSTOR **CAR000128090**
SCH
FINDS
ECHO
HAZNET
CERS

RCRA-SQG:
Date form received by agency: 2002-09-12 00:00:00.0
Facility name: BELMONT NEW P C NO 1
Facility address: 610 MICHELTORENA ST
LOS ANGELES, CA 90026
EPA ID: CAR000128090
Mailing address: 1449 S SAN PEDRO ST
LOS ANGELES, CA 90015
Contact: SOE AUNG
Contact address: 1449 S SAN PEDRO ST
LOS ANGELES, CA 90015
Contact country: US
Contact telephone: 213-743-5086
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: L A UNIFIED SCHOOL DISTRICT
Owner/operator address: 1449 S SAN PEDRO ST
LOS ANGELES, CA 90015
Owner/operator country: Not reported
Owner/operator telephone: 213-743-5086
Owner/operator email: Not reported

BELMONT NEW P C NO 1 (Continued) **1006805468**

Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 2002-09-12 00:00:00.0
Site name: BELMONT NEW P C NO 1
Classification: Small Quantity Generator

Hazardous Waste Summary:

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

ENVIROSTOR:
Name: BELMONT PRIMARY CENTER NO. 1
Address: 610 NORTH MICHELTORENA STREET
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 19820049
Status: No Further Action
Status Date: 09/07/2001
Site Code: 304132
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach

BELMONT NEW P C NO 1 (Continued) **1006805468**

Assembly: 51
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07937
Longitude: -118.2803
APN: 5401015900
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead Methane
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5401015900
Alias Type: APN
Alias Name: 304029
Alias Type: Project Code (Site Code)
Alias Name: 304132
Alias Type: Project Code (Site Code)
Alias Name: 19820049
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Belmont Primary Center #1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/24/2001
Comments: Not reported

BELMONT NEW P C NO 1 (Continued) **1006805468**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/20/2001
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	02/04/2000
Comments:	DTSC approved the Phase I with a PEAR determination.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	06/20/2001
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BELMONT PRIMARY CENTER NO. 1
Address:	610 NORTH MICHELTORENA STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19820049
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304132
Assembly:	51
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	09/07/2001
Restricted Use:	NO
Funding:	School District
Latitude:	34.07937
Longitude:	-118.2803
APN:	5401015900
Past Use:	* EDUCATIONAL SERVICES

BELMONT NEW P C NO 1 (Continued) **1006805468**

Potential COC: Lead, Lead, Methane
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5401015900
Alias Type: APN
Alias Name: 304029
Alias Type: Project Code (Site Code)
Alias Name: 304132
Alias Type: Project Code (Site Code)
Alias Name: 19820049
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Belmont Primary Center #1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1

BELMONT NEW P C NO 1 (Continued) **1006805468**

Completed Date: 02/04/2000
Comments: DTSC approved the Phase I with a PEAR determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/20/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

FINDS:

Registry ID: 110013293024

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:
Envid: 1006805468
Registry ID: 110013293024
DFR URL: http://echo.epa.gov/detailed-facility-report?fid=110013293024

HAZNET:
Name: LAUSD/ BELMONT NEW P C NO 1
Address: 610 MICHELTORENA ST
City,State,Zip: LOS ANGELES, CA 90026
Year: 2005
GEPAID: CAR000128090
Contact: SOE AUNG
Telephone: 2137455939
Mailing Name: Not reported
Mailing Address: 333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip: LOS ANGELES, CA 900170000

BELMONT NEW P C NO 1 (Continued) **1006805468**

Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Tons: 0.19
CA Waste Code: 221-Waste oil and mixed oil
Method: R01-Recycler
Facility County: Los Angeles

CERS:
Name: BELMONT PRIMARY CENT
Address: 610 NORTH MICHELTORENA STREET
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 335044
CERS ID: 19820049
CERS Description: School Investigation

Affiliation:
Affiliation Type Desc: Supervisor
Entity Name: JAVIER HINOJOSA
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

90
SE
1/2-1
0.969 mi.
5117 ft.

PLASENCIA ELEMENTARY SCHOOL
1321 CORTEZ STREET
LOS ANGELES, CA 90026

ENVIROSTOR
SCH
EMI
CERS

S100939210
N/A

Relative:
Higher

Actual:
440 ft.

ENVIROSTOR:
Name: PLASENCIA ELEMENTARY SCHOOL
Address: 1321 CORTEZ STREET
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 60000055
Status: Inactive - Needs Evaluation
Status Date: 01/07/2000
Site Code: 304008
Site Type: School Investigation
Site Type Detailed: School
Acres: 6
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 51
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.06556

PLASENCIA ELEMENTARY SCHOOL (Continued) **S100939210**

Longitude:	-118.2557
APN:	5160007910
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	PLASENCIA ELEM/PLASENCIA MAGNET SCH
Alias Type:	Alternate Name
Alias Name:	5160007910
Alias Type:	APN
Alias Name:	304008
Alias Type:	Project Code (Site Code)
Alias Name:	60000055
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	PLASENCIA ELEMENTARY SCHOOL
Address:	1321 CORTEZ STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60000055
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304008
Assembly:	51
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	01/07/2000
Restricted Use:	NO
Funding:	School District

PLASENCIA ELEMENTARY SCHOOL (Continued) **S100939210**

Latitude:	34.06556
Longitude:	-118.2557
APN:	5160007910
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	PLASENCIA ELEM/PLASENCIA MAGNET SCH
Alias Type:	Alternate Name
Alias Name:	5160007910
Alias Type:	APN
Alias Name:	304008
Alias Type:	Project Code (Site Code)
Alias Name:	60000055
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

EMI:

Name:	LA UNI SCH DIST, PLASENCIA ELE
Address:	1321 CORTEZ ST
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72821
Air District Name:	SC
SIC Code:	8211
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

CERS:

Name:	PLASENCIA ELEMENTARY
Address:	1321 CORTEZ STREET

PLASENCIA ELEMENTARY SCHOOL (Continued) **S100939210**

City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	341514
CERS ID:	60000055
CERS Description:	School Investigation

Affiliation:

Affiliation Type Desc:	Supervisor
Entity Name:	SHAHIR HADDAD
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S120714330	LINK STATION US PROJECT	800 NORTH UNION STATION	90012	ENVIROSTOR, VCP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/04/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/13/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 14

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/13/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 57

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/12/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 07/02/2019
Date Data Arrived at EDR: 10/16/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 8

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/16/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 20

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 58

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 08/27/2019
Date Data Arrived at EDR: 08/28/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 75

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/16/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 20

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/12/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/23/2019
Date Data Arrived at EDR: 09/24/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 59

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/01/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category 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 and safety or the environment they pose.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site 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. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/11/2019
Number of Days to Update: 70

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. 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 deed restrictions that are active. Some sites have multiple deed restrictions. 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.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 89

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 58

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/07/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/11/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 89

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/08/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 106

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/23/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 09/05/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 18

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2019
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 10/07/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/20/2019
Date Data Arrived at EDR: 06/20/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 49

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 11/06/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/03/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/06/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 85

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2019
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 78

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/06/2019
Next Scheduled EDR Contact: 01/19/2020
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/21/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 82

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/15/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/27/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 76

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/27/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 06/06/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 140

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/10/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 37

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/10/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 06/05/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 90

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/17/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 74

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/10/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 07/06/2019
Date Data Arrived at EDR: 07/09/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 10/08/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 83

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/23/2019
Date Data Arrived at EDR: 09/24/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 43

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 68

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 55

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Annually

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/28/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 09/27/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 59

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/18/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/22/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 66

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 10/30/2019
Next Scheduled EDR Contact: 02/02/2020
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 54

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/07/2019
Date Data Arrived at EDR: 10/08/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 30

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/08/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/13/2019
Date Made Active in Reports: 10/16/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/16/2019
Date Data Arrived at EDR: 09/18/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 49

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 58

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 10/02/2019
Date Data Arrived at EDR: 10/03/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 51

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 08/05/2019
Date Data Arrived at EDR: 08/07/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 63

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/23/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 08/23/2019
Date Made Active in Reports: 10/22/2019
Number of Days to Update: 60

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 68

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/12/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 49

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 07/11/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 71

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/08/2019
Date Data Arrived at EDR: 07/10/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 72

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 10/30/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/06/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 63

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/15/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/22/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/26/2019
Date Data Arrived at EDR: 10/04/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 34

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 71

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/16/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 01/15/2019
Date Made Active in Reports: 03/07/2019
Number of Days to Update: 51

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 10/18/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 06/27/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 64

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/22/2019
Date Data Arrived at EDR: 08/26/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 64

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 09/25/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 08/21/2019
Date Data Arrived at EDR: 09/03/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 58

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/25/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 62

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 09/30/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/23/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 64

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/07/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/09/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 61

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/06/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 64

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/05/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 61

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 71

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 74

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/06/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/07/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/08/2019
Number of Days to Update: 38

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 07/16/2019
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/16/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 69

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 67

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/11/2019
Next Scheduled EDR Contact: 12/29/2019
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 67

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 08/28/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/18/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 29

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 10/02/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 36

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 07/18/2019
Date Data Arrived at EDR: 07/18/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 70

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 09/03/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 64

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 64

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 63

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/25/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 63

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/26/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/25/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 30

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 09/25/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 07/26/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/14/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 83

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/11/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 51

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 12/07/2020
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/06/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

2225 SUNSET BOULEVARD
2225 SUNSET BOULEVARD
LOS ANGELES, CA 90026

TARGET PROPERTY COORDINATES

Latitude (North):	34.078325 - 34˚ 4' 41.97''
Longitude (West):	118.265862 - 118˚ 15' 57.10''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	383201.6
UTM Y (Meters):	3771369.0
Elevation:	438 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
East Map:	5630795 LOS ANGELES, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

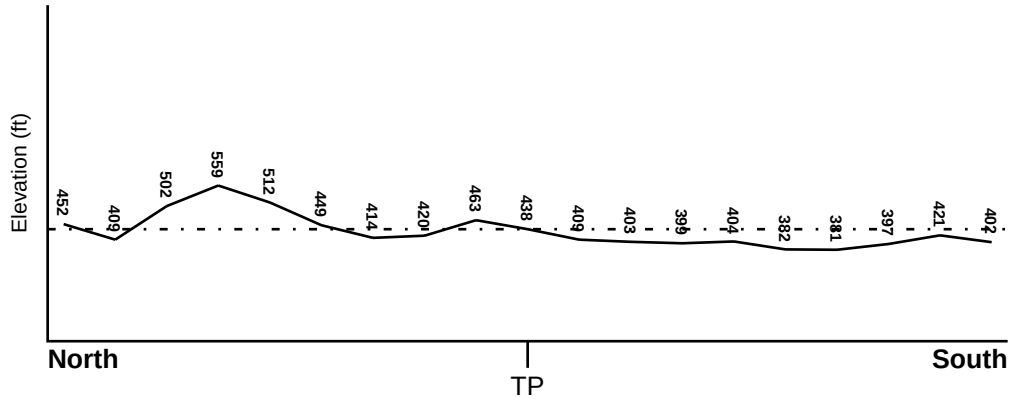
TOPOGRAPHIC INFORMATION

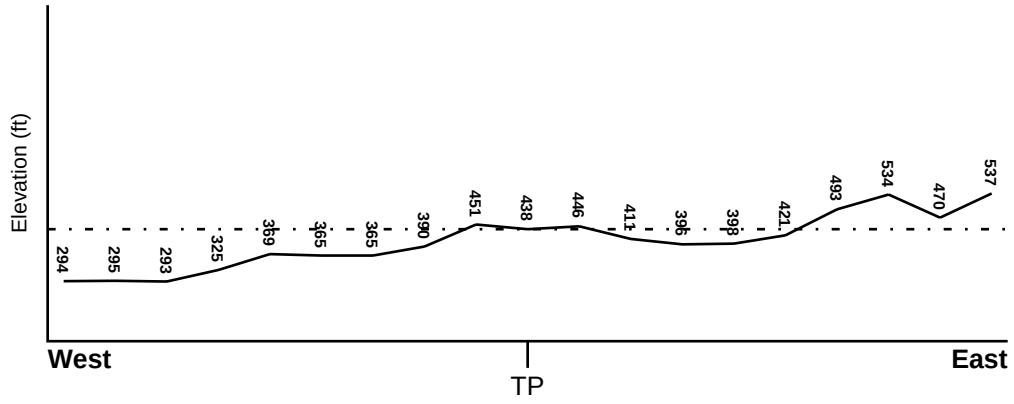
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 438 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C1610F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06037C1628F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
HOLLYWOOD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	HAMBRIGHT
Soil Surface Texture:	gravelly - loam
Hydrologic Group:	Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.
Soil Drainage Class:	Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	MODERATE
Depth to Bedrock Min:	> 10 inches
Depth to Bedrock Max:	> 20 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	7 inches	gravelly - loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
2	7 inches	16 inches	very gravelly - loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel. COARSE-GRAINED SOILS, Gravels, Gravels with fines, Clayey Gravel.	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
3	16 inches	20 inches	unweathered bedrock	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Surficial Soil Types: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Shallow Soil Types: silty clay

Deeper Soil Types: weathered bedrock
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

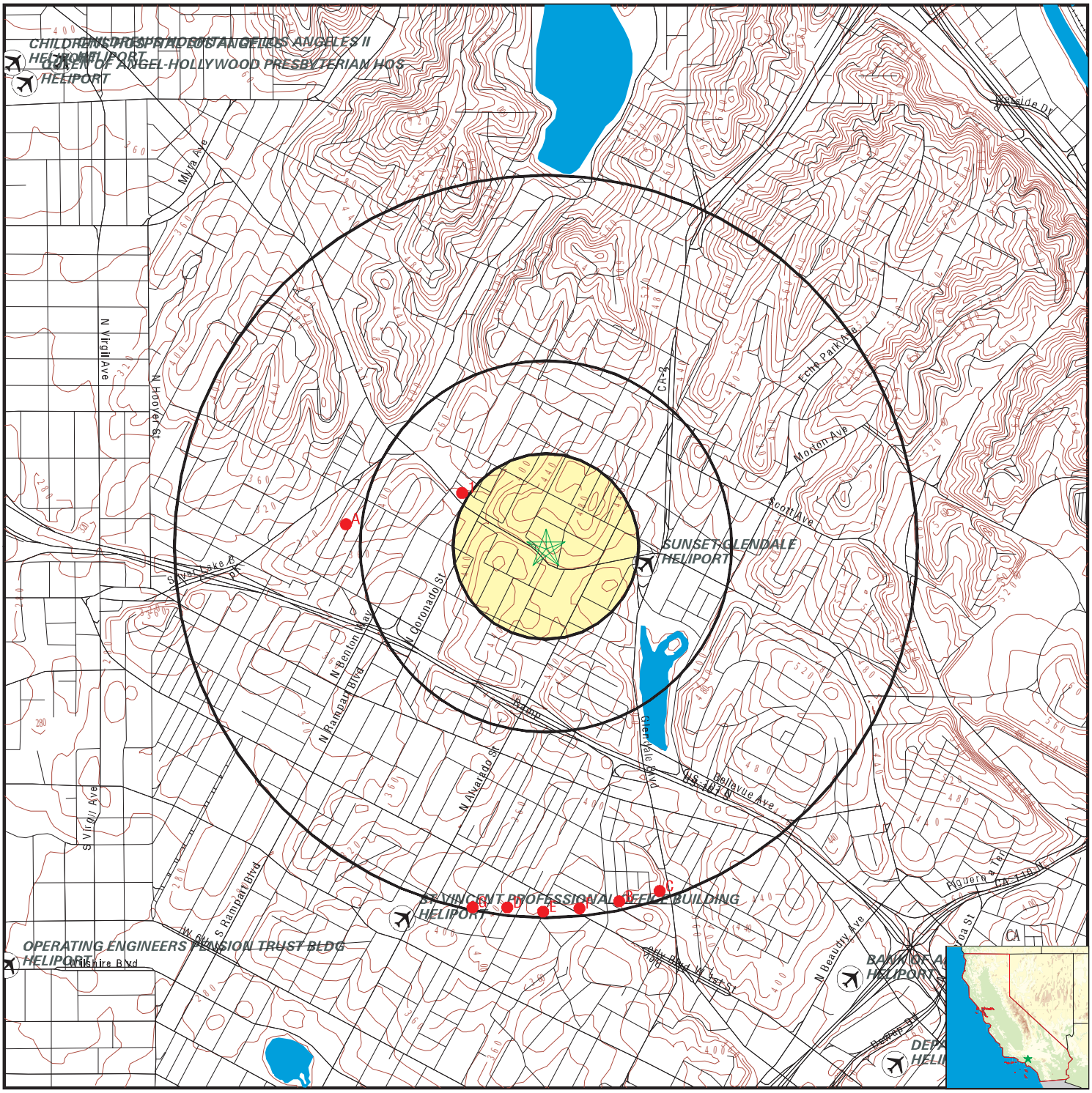
STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG13000005604	1/4 - 1/2 Mile WNW
A2	CAOG13000133917	1/2 - 1 Mile West
A3	CAOG13000133916	1/2 - 1 Mile West
B4	CAOG13000134635	1/2 - 1 Mile SSE
B5	CAOG13000133688	1/2 - 1 Mile SSE
C6	CAOG13000134021	1/2 - 1 Mile SSE
B7	CAOG13000134271	1/2 - 1 Mile SSE
B8	CAOG13000133741	1/2 - 1 Mile South
D9	CAOG13000133972	1/2 - 1 Mile South
E10	CAOG13000133740	1/2 - 1 Mile South
B11	CAOG13000133702	1/2 - 1 Mile SSE
B12	CAOG13000134653	1/2 - 1 Mile South
F13	CAOG13000134672	1/2 - 1 Mile South
D14	CAOG13000133947	1/2 - 1 Mile South

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
C15	CAOG13000134019	1/2 - 1 Mile SSE
C16	CAOG13000134022	1/2 - 1 Mile SSE
B17	CAOG13000134429	1/2 - 1 Mile South
C18	CAOG13000134174	1/2 - 1 Mile SSE
D19	CAOG13000133949	1/2 - 1 Mile South
B20	CAOG13000134658	1/2 - 1 Mile SSE
E21	CAOG13000133952	1/2 - 1 Mile South
E22	CAOG13000133850	1/2 - 1 Mile South
D23	CAOG13000134402	1/2 - 1 Mile South
C24	CAOG13000134403	1/2 - 1 Mile SSE
F25	CAOG13000134575	1/2 - 1 Mile South
C26	CAOG13000133696	1/2 - 1 Mile SSE
B27	CAOG13000134572	1/2 - 1 Mile SSE
D28	CAOG13000133946	1/2 - 1 Mile South
B29	CAOG13000133687	1/2 - 1 Mile SSE
F30	CAOG13000134574	1/2 - 1 Mile South
D31	CAOG13000133951	1/2 - 1 Mile South
F32	CAOG13000134656	1/2 - 1 Mile South
D33	CAOG13000134790	1/2 - 1 Mile South
C34	CAOG13000134246	1/2 - 1 Mile SSE
B35	CAOG13000133900	1/2 - 1 Mile SSE
C36	CAOG13000134297	1/2 - 1 Mile SSE
G37	CAOG13000134629	1/2 - 1 Mile SSW
E38	CAOG13000133851	1/2 - 1 Mile South
B39	CAOG13000133699	1/2 - 1 Mile SSE
E40	CAOG13000133954	1/2 - 1 Mile South
C41	CAOG13000134046	1/2 - 1 Mile SSE
D42	CAOG13000133953	1/2 - 1 Mile South
D43	CAOG13000134595	1/2 - 1 Mile South
C44	CAOG13000134093	1/2 - 1 Mile SSE
E45	CAOG13000133853	1/2 - 1 Mile South
B46	CAOG13000134654	1/2 - 1 Mile South
D47	CAOG13000133971	1/2 - 1 Mile South
B48	CAOG13000133878	1/2 - 1 Mile South
G49	CAOG13000134627	1/2 - 1 Mile SSW
B50	CAOG13000133879	1/2 - 1 Mile South
F51	CAOG13000134660	1/2 - 1 Mile South
B52	CAOG13000133880	1/2 - 1 Mile South
E53	CAOG13000133852	1/2 - 1 Mile South
E54	CAOG13000134489	1/2 - 1 Mile South
C55	CAOG13000134259	1/2 - 1 Mile SSE
G56	CAOG13000134625	1/2 - 1 Mile SSW
B57	CAOG13000133881	1/2 - 1 Mile South
B58	CAOG13000133712	1/2 - 1 Mile South

PHYSICAL SETTING SOURCE MAP - 5867970.2s



County Boundary
Major Roads
Contour Lines
Earthquake Fault Lines
Airports
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

Groundwater Flow Direction
GI Indeterminate Groundwater Flow at Location
GV Groundwater Flow Varies at Location
HD Closest Hydrogeological Data
Oil, gas or related wells

SITE NAME: 2225 Sunset Boulevard	CLIENT: Stantec
ADDRESS: 2225 Sunset Boulevard Los Angeles CA 90026	CONTACT: Alicia Jansen
LAT/LONG: 34.078325 / 118.265862	INQUIRY #: 5867970.2s
	DATE: November 18, 2019 7:14 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance	Database	EDR ID Number

1
WNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000005604**

API #:	0403705178	Well #:	A-1
Well Status:	Plugged	Well Type:	DH
Operator Name:	Atlantic Richfield Company		
Lease Name:	Silver Lake Comm.	Field Name:	Any Field
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

A2
West
1/2 - 1 Mile

OIL_GAS **CAOG13000133917**

API #:	0403723875	Well #:	2A
Well Status:	Plugged	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A3
West
1/2 - 1 Mile

OIL_GAS **CAOG13000133916**

API #:	0403723874	Well #:	1A
Well Status:	Plugged	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B4
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134635**

API #:	0403726109	Well #:	31
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database | EDR ID Number

B5
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133688**

API #:	0403718985	Well #:	9
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Ferguson
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C6
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134021**

API #:	0403725486	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. Elton	Lease Name:	Lease by Chas. Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B7
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134271**

API #:	0403725744	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	K. W. Wing	Lease Name:	Lease by K. W. Wing
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B8
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133741**

API #:	0403719039	Well #:	12
Well Status:	Plugged	Well Type:	OG
Operator Name:	Manley Energy Resources LLC		
Lease Name:	MOC	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	GPS
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

Map ID Direction Distance	Database	EDR ID Number

D9
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133972**

API #:	0403725437	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Burlington Oil Co.	Lease Name:	Lease by Burlington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E10
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133740**

API #:	0403719038	Well #:	1
Well Status:	Plugged	Well Type:	OG
Operator Name:	Wat Khmer Temple*	Lease Name:	Marko
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B11
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133702**

API #:	0403718999	Well #:	30
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Wing
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B12
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134653**

API #:	0403726127	Well #:	35
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

F13
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134672**

API #:	0403726146	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	W & P.C. Mellena	Lease Name:	Mellena
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D14
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133947**

API #:	0403725412	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Alliance Oil Co.	Lease Name:	Lease by Alliance Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C15
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134019**

API #:	0403725484	Well #:	3A
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. Elton	Lease Name:	Lease by Chas. Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C16
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134022**

API #:	0403725487	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. Elton	Lease Name:	Lease by Chas. Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

B17
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134429**

API #:	0403725902	Well #:	6B
Well Status:	Idle	Well Type:	OG
Operator Name:	Manley Oil Co.	Lease Name:	Lease by Manley Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C18
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134174**

API #:	0403725645	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Geo. Lawrence	Lease Name:	Lease by Geo. Lawrence
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D19
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133949**

API #:	0403725414	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Alliance Oil Co.	Lease Name:	Lease by Alliance Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B20
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134658**

API #:	0403726132	Well #:	32A
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

E21
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133952**

API #:	0403725417	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E22
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133850**

API #:	0403719172	Well #:	4
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D23
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134402**

API #:	0403725875	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Little Napoleon Oil Co.	Lease Name:	Lease by Little Napoleon Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C24
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134403**

API #:	0403725876	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Little Napoleon Oil Co.	Lease Name:	Lease by Little Napoleon Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

F25
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134575**

API #:	0403726048	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Richard Green	Lease Name:	Lease by Richard Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C26
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133696**

API #:	0403718993	Well #:	14
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Lawrence
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B27
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134572**

API #:	0403726045	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	Philip H. McAlmond	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D28
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133946**

API #:	0403725411	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Alliance Oil Co.	Lease Name:	Lease by Alliance Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database | EDR ID Number

B29
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133687**

API #:	0403718984	Well #:	11
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F30
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134574**

API #:	0403726047	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Richard Green	Lease Name:	Lease by Richard Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D31
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133951**

API #:	0403725416	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F32
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134656**

API #:	0403726130	Well #:	33A
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

D33
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134790**

API #:	0403726264	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Jesse Yarnell	Lease Name:	Lease by Jesse Yarnell
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C34
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134246**

API #:	0403725719	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	I. W. Shirley	Lease Name:	Lease by I. W. Shirley
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B35
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133900**

API #:	0403725044	Well #:	30
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C36
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134297**

API #:	0403725770	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	Knight & Sons	Lease Name:	Lease by Knight & Sons
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

G37
SSW
1/2 - 1 Mile

OIL_GAS **CAOG13000134629**

API #:	0403726103	Well #:	61
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E38
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133851**

API #:	0403719173	Well #:	5
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B39
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133699**

API #:	0403718996	Well #:	12
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	M.Z.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E40
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133954**

API #:	0403725419	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

	Database	EDR ID Number

C41
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134046**

API #:	0403725516	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	C. J. George	Lease Name:	Lease by C. J. George
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D42
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133953**

API #:	0403725418	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D43
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134595**

API #:	0403726069	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	S. McLauren	Lease Name:	Lease by S. McLauren
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C44
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134093**

API #:	0403725563	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Combined Oil & Land Co.	Lease Name:	Lease by Combined Oil & Land Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

E45
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133853**

API #:	0403719175	Well #:	7
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B46
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134654**

API #:	0403726128	Well #:	34
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D47
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133971**

API #:	0403725436	Well #:	3A
Well Status:	Idle	Well Type:	OG
Operator Name:	Burlington Oil Co.	Lease Name:	Lease by Burlington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B48
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133878**

API #:	0403723036	Well #:	6
Well Status:	Active	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

G49
SSW
1/2 - 1 Mile

OIL_GAS **CAOG13000134627**

API #:	0403726101	Well #:	62
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B50
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133879**

API #:	0403723037	Well #:	7
Well Status:	Active	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	Not Reported

F51
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134660**

API #:	0403726134	Well #:	40
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B52
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133880**

API #:	0403723038	Well #:	8
Well Status:	Idle	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

E53
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133852**

API #:	0403719174	Well #:	6
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E54
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134489**

API #:	0403725962	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Off Crude Oil Co.	Lease Name:	Lease by Off Crude Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C55
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134259**

API #:	0403725732	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	John Charters	Lease Name:	Lease by John Charters
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

G56
SSW
1/2 - 1 Mile

OIL_GAS **CAOG13000134625**

API #:	0403726099	Well #:	64
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

B57
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133881**

API #:	0403723039	Well #:	9
Well Status:	Idle	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	Not Reported

B58
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133712**

API #:	0403719009	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90026	39	4

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW[R] Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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2231 Sunset Bouelvard
2231 Sunset Bouelvard
Los Angeles, CA 90026

Inquiry Number: 5874603.2s
November 19, 2019

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

2231 SUNSET BOUELVARD
LOS ANGELES, CA 90026

COORDINATES

Latitude (North):	34.0783870 - 34˚ 4' 42.19''
Longitude (West):	118.2658190 - 118˚ 15' 56.94''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	383205.7
UTM Y (Meters):	3771375.8
Elevation:	443 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
East Map:	5630795 LOS ANGELES, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140515, 20140513
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
2231 SUNSET BOUELVARD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	ECHO CLEANERS	2210 W SUNSET BLVD	EDR Hist Cleaner	Lower	68, 0.013, SW
A2	7-ELEVEN INC. STORE	2200 W SUNSET BLVD	HAZMAT, CERS	Lower	70, 0.013, SSW
B3	ERICKSON C W	1116 MOHAWK	EDR Hist Auto	Lower	77, 0.015, ESE
A4	SHORE L N	2209 S SUNSET BLVD	EDR Hist Cleaner	Lower	81, 0.015, SSE
A5	JAMIESON S J MRS	2166 S SUNSET BLVD	EDR Hist Cleaner	Lower	106, 0.020, South
B6	BUCH L J	2203 S SUNSET BLVD	EDR Hist Cleaner	Lower	130, 0.025, SSE
A7	CHIEF AUTO PARTS NO.	2202 W SUNSET BLVD	HAZMAT	Lower	155, 0.029, SW
A8	CAYES AUTO PARTS	2170 W SUNSET BLVD	HAZMAT	Lower	173, 0.033, SSW
A9	WONG L S	2162 S SUNSET BLVD	EDR Hist Cleaner	Lower	176, 0.033, South
C10		2154-56 SUNSET BLVD	UST	Lower	192, 0.036, South
B11	LAFD - FIRE STATION	2144 W SUNSET BLVD	UST, SWEEPS UST	Lower	208, 0.039, SSE
B12	FIRE STATION 20	2144 W SUNSET BLVD	HIST UST	Lower	208, 0.039, SSE
B13	LOS ANGELES FIRE STA	2144 SUNSET BLVD	RCRA-SQG, FINDS, ECHO	Lower	208, 0.039, SSE
B14	FIRE STATION 20	2144 W SUNSET BLVD	CERS HAZ WASTE, HIST UST, CA FID UST, CERS TANKS,...	Lower	208, 0.039, SSE
B15	MELTZER DORA	2143 S SUNSET BLVD	EDR Hist Cleaner	Lower	289, 0.055, SE
D16	CHIPOTLE MEXICAN GRI	2134 W SUNSET BLVD S	HAZMAT, CERS	Lower	400, 0.076, SE
D17	BUCH L J	2134 S SUNSET BLVD	EDR Hist Cleaner	Lower	400, 0.076, SE
C18	CENTRAL REGION ELEME	1018 N MOHAWK ST	RCRA-LQG	Lower	408, 0.077, SSE
D19	BEAGLE H K	2112 S SUNSET BLVD	EDR Hist Auto	Lower	455, 0.086, SE
D20	CLEARY J K	2110 S SUNSET BLVD	EDR Hist Auto	Lower	484, 0.092, SE
E21	KING CLEANERS	2103 W SUNSET BLVD	DRYCLEANERS	Lower	543, 0.103, ESE
E22	KINGS CLEANER	2103 W SUNSET BLVD	DRYCLEANERS, HAZNET	Lower	543, 0.103, ESE
E23	ENCORE CLEANERS	2103 SUNSET BLVD	DRYCLEANERS	Lower	543, 0.103, ESE
E24	NEW ENCORE CLEANERS	2103 SUNSET BLVD	DRYCLEANERS	Lower	543, 0.103, ESE
E25	S & H DRY CLEANERS	2103 SUNSET BLVD	DRYCLEANERS	Lower	543, 0.103, ESE
E26	KINGS CLEANER	2103 W SUNSET BLVD	RCRA NonGen / NLR	Lower	543, 0.103, ESE
E27	KING CLEANERS	2103 W SUNSET BLVD	CERS HAZ WASTE, DRYCLEANERS	Lower	543, 0.103, ESE
E28	ENCORE CLEANERS	2103 SUNSET BLVD	EDR Hist Cleaner	Lower	543, 0.103, ESE
E29	KING CLEANER	2103 SUNSET BLVD	RCRA-SQG, HAZNET	Lower	543, 0.103, ESE
E30	S&H DRY CLEANERS	2103 SUNSET BLVD	RCRA-SQG, FINDS, ECHO, HAZNET	Lower	543, 0.103, ESE
D31	WESTLING M R	1035 N ALVARADO ST	EDR Hist Auto	Lower	545, 0.103, SE
E32	CARTER J T	2101 S SUNSET BLVD	EDR Hist Auto	Lower	555, 0.105, ESE
D33	CENTRAL REGION ES #1	2115 MARATHON STREET	ENVIROSTOR, SCH, CERS	Lower	556, 0.105, SSE
E34		SUNSET & ALVARADO	UST	Lower	570, 0.108, ESE
D35	ROBINSON L J	1031 N ALVARADO ST	EDR Hist Cleaner	Lower	571, 0.108, SE
D36	MARINO R C	1049 N ALVARADO ST	EDR Hist Cleaner	Lower	584, 0.111, SE
D37	LOPEZ TIRES, INC	1011 N ALVARADO ST	HAZNET, HAZMAT	Lower	613, 0.116, SSE
E38	SUNSET EAST CAR WASH	2028 W SUNSET BLVD	SWEEPS UST, CA FID UST, HAZNET, HAZMAT	Lower	690, 0.131, ESE
E39	SUNSET EAST CAR WASH	2028 W SUNSET BLVD	UST	Lower	690, 0.131, ESE

MAPPED SITES SUMMARY

Target Property Address:
2231 SUNSET BOUELVARD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
E40	SUNSET CAR WASH	2028 W SUNSET BLVD	RCRA NonGen / NLR	Lower	690, 0.131, ESE
E41	SUNSET CARWASH	2028 SUNSET BLVD	LUST, Cortese, HIST CORTESE, CERS	Lower	690, 0.131, ESE
F42	GEORGE & ALICE GRAZZ	1000 N ALVARADO ST	HAZMAT	Lower	693, 0.131, SE
F43	W. SERVICE	1016 ALVARADO ST N	LUST, HIST CORTESE, CERS	Lower	702, 0.133, SE
F44	W SERVICE	1016 N ALVARADO ST	HAZNET, HAZMAT	Lower	702, 0.133, SE
F45	W. SERVICE	1016 N ALVARADO ST	SWEEPS UST, CA FID UST	Lower	702, 0.133, SE
E46	SUNSET PETROL INC.	2035 W SUNSET BLVD	UST	Lower	746, 0.141, East
E47	SUNSET PETROL	2035 W SUNSET BLVD	RCRA NonGen / NLR	Lower	746, 0.141, East
E48	90953	2035 W SUNSET BLVD	HIST UST	Lower	746, 0.141, East
E49	CACERES CHEVRON	2035 W SUNSET BLVD	HIST UST	Lower	746, 0.141, East
E50	CACERES CHEVRON	2035 W SUNSET BLVD	CERS HAZ WASTE, SWEEPS UST, HIST UST, CERS TANKS,..	Lower	746, 0.141, East
E51		2039 W SUNSET BLVD	UST	Lower	752, 0.142, ESE
E52		2040 W SUNSET BLVD	UST	Lower	752, 0.142, ESE
G53	CENTRAL REGION ELEME	909 N ALVARADO ST	RCRA-LQG	Lower	848, 0.161, SSE
G54	BALIAN AUTO SALES	909 N ALVARADO ST	SWEEPS UST, CA FID UST	Lower	848, 0.161, SSE
G55		909 N ALVARADO ST	UST	Lower	848, 0.161, SSE
H56	PEERLESS HARDWARE IN	2011 W SUNSET BLVD	HAZNET, HAZMAT	Lower	886, 0.168, East
I57	CARROL AND PETER AUT	2450 W SUNSET BLVD	HAZNET, HAZMAT	Lower	897, 0.170, WNW
H58	PEERLESS HARDWARE IN	2005 W SUNSET BLVD S	HAZMAT	Lower	938, 0.178, East
G59	PHYSICIANS & SURGEON	900 N ALVARADO ST	HAZMAT	Lower	962, 0.182, SSE
60	AMIGO TRUCKING	820 N CORONADO TERR	RCRA NonGen / NLR	Higher	966, 0.183, SW
I61		2510 SUNSET BLVD	UST	Lower	995, 0.188, WNW
G62	BALIAN AUTO SALES	822 N ALVARADO ST	SWEEPS UST, CA FID UST, HAZMAT	Lower	1007, 0.191, SSE
J63	VACANT	2501 W SUNSET BLVD	SWEEPS UST, CA FID UST	Lower	1028, 0.195, WNW
J64		2501 W SUNSET BLVD	UST	Lower	1028, 0.195, WNW
H65	VERIZON WIRELESS: LA	2006 1/2 RESERVOIR S	HAZMAT, CERS	Lower	1062, 0.201, East
66	DELANO PARK	1511 ERWIN STREET	US BROWNFIELDS, FINDS	Lower	1140, 0.216, WSW
67	JAMES COSTELLO	800 N ALVARADO ST	SWEEPS UST, CA FID UST	Lower	1173, 0.222, SSE
K68	VONS STORE #3263	1342 N ALVARADO ST	RCRA NonGen / NLR	Lower	1217, 0.230, ENE
K69	VONS #3263	1342 N ALVARADO ST	CERS HAZ WASTE, HAZNET, HAZMAT, CERS	Lower	1217, 0.230, ENE
K70	VONS STORE #3263	1342 N ALVARADO ST	RCRA NonGen / NLR	Lower	1217, 0.230, ENE
71	PARK SUNSET BUILDING	1910 W SUNSET BLVD	CERS HAZ WASTE, HAZMAT, CERS	Lower	1217, 0.230, East
J72	FLORES RECYCLING	2517 W SUNSET BLVD	SWRCY	Lower	1223, 0.232, WNW
K73	GARCIA PROPERTY	1400 ALVARADO ST N	LUST, HIST CORTESE, CERS	Lower	1396, 0.264, ENE
L74	TOSCO - 76 STATION #	1340 GLENDALE BLVD	LUST, SWEEPS UST, CERS	Lower	1670, 0.316, East
L75	TOSCO - 76 STATION #	1340 GLENDALE BLVD	LUST, HIST UST	Lower	1670, 0.316, East
L76	76 STATION #0779	1340 GLENDALE BLVD.	LUST, HIST CORTESE, CERS	Lower	1670, 0.316, East
M77	ALVARADO	1453 & 1455 NORTH AL	ENVIROSTOR, VCP	Lower	1741, 0.330, NE
M78	UNITED OIL #45	1465 GLENDALE	HIST CORTESE	Lower	1841, 0.349, NE

MAPPED SITES SUMMARY

Target Property Address:
2231 SUNSET BOUELVARD
LOS ANGELES, CA 90026

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
M79	UNITED OIL #45	1465 GLENDALE BLVD N	LUST, CERS	Lower	1841, 0.349, NE
M80	BLOOMFIELD PROPERTIE	1515 ALVARADO ST N	LUST, HIST CORTESE, CERS	Lower	1881, 0.356, NE
81	STANMOR ENTERPRISES	1700 SUNSET BLVD	LUST, HIST CORTESE, CERS	Lower	1990, 0.377, ESE
82	ARCO #1597	1601 GLENDALE BLVD	LUST, CHMIRS, Cortese, ENF, HIST CORTESE, WDR,...	Lower	2306, 0.437, NE
N83	HOLLYWAY CLEANERS	1159 ECHO PARK AVE	RCRA-SQG, CPS-SLIC, FINDS, ECHO, DRYCLEANERS, EMI,..	Lower	2381, 0.451, ESE
N84	HOLLOWAY DRY CLEANER	1159 ECHO PARK BLVD	Notify 65	Lower	2381, 0.451, ESE
85	REGENCY CLEANERS	1411 ECHO PARK AVE	RCRA-SQG, ENVIROSTOR, CPS-SLIC, VCP, DEED, FINDS,...	Lower	2567, 0.486, East
86	TERMINIX	2828 LONDON STREET	ENVIROSTOR, VCP	Lower	2900, 0.549, WSW
87	BELMONT NEW PRIMARY	LAKE STREET/ROSELAKE	ENVIROSTOR, SCH	Lower	3753, 0.711, SSW
88	IGLESIA NI CRISTO	141 NORTH UNION AVEN	ENVIROSTOR, VCP	Lower	4345, 0.823, South
89	BELMONT NEW P C NO 1	610 MICHELTORENA ST	RCRA-SQG, ENVIROSTOR, SCH, FINDS, ECHO, HAZNET,...	Lower	4397, 0.833, West
90	PLASENCIA ELEMENTARY	1321 CORTEZ STREET	ENVIROSTOR, SCH, EMI, CERS	Lower	5115, 0.969, SE

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ..... National Priority List
Proposed NPL ..... Proposed National Priority List Sites
NPL LIENS ..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ..... Federal Facility Site Information listing
SEMS ..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ..... RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-VSQG ..... RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ..... Land Use Control Information System
US ENG CONTROLS ..... Engineering Controls Sites List
US INST CONTROL ..... Sites with Institutional Controls

EXECUTIVE SUMMARY

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing
AST..... Aboveground Petroleum Storage Tank Facilities
INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS..... Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT..... Waste Management Unit Database
HAULERS..... Registered Waste Tire Haulers Listing
INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands
ODI..... Open Dump Inventory
DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

AOCONCERN..... Key Areas of Concerns in Los Angeles County
US HIST CDL..... Delisted National Clandestine Laboratory Register
HIST Cal-Sites..... Historical Calsites Database
CDL..... Clandestine Drug Labs
Toxic Pits..... Toxic Pits Cleanup Act Sites
US CDL..... National Clandestine Laboratory Register
PFAS..... PFAS Contamination Site Location Listing

Local Land Records

LIENS..... Environmental Liens Listing

LIENS 2	CERCLA Lien Information

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
ECHO	Enforcement & Compliance History Information
UXO	Unexploded Ordnance Sites
DOCKET HWC	Hazardous Waste Compliance Docket Listing
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CUPA Listings	CUPA Resources List
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing
Financial Assurance	Financial Assurance Information Listing
HAZNET	Facility and Manifest Data

EXECUTIVE SUMMARY

ICE	ICE
LOS ANGELES CO. HMS	HMS: Street Number List
HWP	EnviroStor Permitted Facilities Listing
HWT	Registered Hazardous Waste Transporter Database
MINES	Mines Site Location Listing
MWMP	Medical Waste Management Program Listing
NPDES	NPDES Permits Listing
PEST LIC	Pesticide Regulation Licenses Listing
PROC	Certified Processors Database
LA Co. Site Mitigation	Site Mitigation List
UIC	UIC Listing
UIC GEO	UIC GEO (GEOTRACKER)
WASTEWATER PITS	Oil Wastewater Pits Listing
WDS	Waste Discharge System
WIP	Well Investigation Program Case List
MILITARY PRIV SITES	MILITARY PRIV SITES (GEOTRACKER)
PROJECT	PROJECT (GEOTRACKER)
WDR	Waste Discharge Requirements Listing
CIWQS	California Integrated Water Quality System
CERS	CERS
NON-CASE INFO	NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS	OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS	PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT	SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ	Well Stimulation Project (GEOTRACKER)
MINES MRDS	Mineral Resources Data System
LOS ANGELES CO LF METHANE	Methane Producing Landfills

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	Recovered Government Archive Solid Waste Facilities List
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 06/24/2019 has revealed that there are 2 RCRA-LQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ELEME EPA ID:: CAR000176800	1018 N MOHAWK ST	SSE 0 - 1/8 (0.077 mi.)	C18	31
CENTRAL REGION ELEME EPA ID:: CAR000174748	909 N ALVARADO ST	SSE 1/8 - 1/4 (0.161 mi.)	G53	88

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/24/2019 has revealed that there are 3 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LOS ANGELES FIRE STA EPA ID:: CAD981962640	***2144 SUNSET BLVD***	***SSE 0 - 1/8 (0.039 mi.)***	***B13***	***15***
KING CLEANER EPA ID:: CAD982041519	***2103 SUNSET BLVD***	***ESE 0 - 1/8 (0.103 mi.)***	***E29***	***42***
S&H DRY CLEANERS EPA ID:: CAD981625916	***2103 SUNSET BLVD***	***ESE 0 - 1/8 (0.103 mi.)***	***E30***	***43***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk

characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/29/2019 has revealed that there are 8 ENVIROSTOR sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ES #1 Status: Certified Facility Id: 60000074	***2115 MARATHON STREET***	***SSE 0 - 1/8 (0.105 mi.)***	***D33***	***47***
ALVARADO Status: Active Facility Id: 60002289	***1453 & 1455 NORTH AL***	***NE 1/4 - 1/2 (0.330 mi.)***	***M77***	***126***
REGENCY CLEANERS Status: Certified O&M - Land Use Restrictions Only Facility Id: 60001767	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.486 mi.)***	***85***	***173***
TERMINIX Status: Active Facility Id: 19070003	***2828 LONDON STREET***	***WSW 1/2 - 1 (0.549 mi.)***	***86***	***181***
BELMONT NEW PRIMARY Status: No Further Action Facility Id: 19880022	***LAKE STREET/ROSELAKE***	***SSW 1/2 - 1 (0.711 mi.)***	***87***	***190***
IGLESIA NI CRISTO Status: No Further Action Facility Id: 60001080	***141 NORTH UNION AVEN***	***S 1/2 - 1 (0.823 mi.)***	***88***	***193***
BELMONT NEW P C NO 1 Status: No Further Action Facility Id: 19820049	***610 MICHELTORENA ST***	***W 1/2 - 1 (0.833 mi.)***	***89***	***196***
PLASENCIA ELEMENTARY Status: Inactive - Needs Evaluation Facility Id: 60000055	***1321 CORTEZ STREET***	***SE 1/2 - 1 (0.969 mi.)***	***90***	***202***

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 10 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUNSET CARWASH Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 09/09/2019 Status: Open - Remediation Facility Id: 900260152 Status: Pollution Characterization Global Id: T0603700718 Global ID: T0603700718	***2028 SUNSET BLVD***	***ESE 1/8 - 1/4 (0.131 mi.)***	***E41***	***57***
W. SERVICE Database: LUST REG 4, Date of Government Version: 09/07/2004 Database: LUST, Date of Government Version: 09/09/2019	***1016 ALVARADO ST N***	***SE 1/8 - 1/4 (0.133 mi.)***	***F43***	***67***

Status: Completed - Case Closed
Facility Id: 900260161
Status: Pollution Characterization
Global Id: T0603700719
Global ID: T0603700719

GARCIA PROPERTY ***1400 ALVARADO ST N*** ***ENE 1/4 - 1/2 (0.264 mi.)*** ***K73*** ***113***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260025
Status: Case Closed
Global Id: T0603700707
Global ID: T0603700707

TOSCO - 76 STATION # ***1340 GLENDALE BLVD*** ***E 1/4 - 1/2 (0.316 mi.)*** ***L74*** ***116***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Facility Id: 900260198
Status: Case Closed
Global ID: T0603700722

TOSCO - 76 STATION # ***1340 GLENDALE BLVD*** ***E 1/4 - 1/2 (0.316 mi.)*** ***L75*** ***119***
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Global Id: T0603700722

76 STATION #0779 ***1340 GLENDALE BLVD.*** ***E 1/4 - 1/2 (0.316 mi.)*** ***L76*** ***121***
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Global Id: T0603758404

UNITED OIL #45 ***1465 GLENDALE BLVD N*** ***NE 1/4 - 1/2 (0.349 mi.)*** ***M79*** ***131***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260270
Status: Pollution Characterization
Global Id: T0603700730
Global ID: T0603700730

BLOOMFIELD PROPERTIE ***1515 ALVARADO ST N*** ***NE 1/4 - 1/2 (0.356 mi.)*** ***M80*** ***139***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260216
Status: Case Closed
Global Id: T0603700724
Global ID: T0603700724

STANMOR ENTERPRISES ***1700 SUNSET BLVD*** ***ESE 1/4 - 1/2 (0.377 mi.)*** ***81*** ***143***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019
Status: Completed - Case Closed
Facility Id: 900260170
Status: Leak being confirmed
Global Id: T0603700720
Global ID: T0603700720

ARCO #1597 ***1601 GLENDALE BLVD*** ***NE 1/4 - 1/2 (0.437 mi.)*** ***82*** ***146***
Database: LUST REG 4, Date of Government Version: 09/07/2004
Database: LUST, Date of Government Version: 09/09/2019

Status: Open - Eligible for Closure
Status: Completed - Case Closed
Facility Id: 900260125
Facility Id: 900260125A
Status: Case Closed
Status: Pollution Characterization
Global Id: T0603797967
Global Id: T0603700716
Global ID: T0603700716

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there are 2 CPS-SLIC sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLYWAY CLEANERS	***1159 ECHO PARK AVE***	***ESE 1/4 - 1/2 (0.451 mi.)***	***N83***	***163***
Database: SLIC REG 4, Date of Government Version: 11/17/2004 Database: CPS-SLIC, Date of Government Version: 09/09/2019 Facility Status: Open - Site Assessment Global Id: SL2048E1699 Facility Status: Site Assessment				
REGENCY CLEANERS	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.486 mi.)***	***85***	***173***
Database: CPS-SLIC, Date of Government Version: 09/09/2019 Facility Status: Completed - Case Closed Global Id: SL0603767361				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 10 UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
Not reported	2154-56 SUNSET BLVD	S 0 - 1/8 (0.036 mi.)	C10	13
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
LAFD - FIRE STATION	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.039 mi.)***	***B11***	***13***
Database: UST, Date of Government Version: 09/09/2019 Database: LOS ANGELES UST, Date of Government Version: 06/01/2019 Facility Id: FA0003885 Facility Id: 25064				
Not reported	SUNSET & ALVARADO	ESE 0 - 1/8 (0.108 mi.)	E34	53
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				
SUNSET EAST CAR WASH	2028 W SUNSET BLVD	ESE 1/8 - 1/4 (0.131 mi.)	E39	56
Database: LOS ANGELES UST, Date of Government Version: 06/01/2019				

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUNSET PETROL INC. Database: UST, Date of Government Version: 09/09/2019 Database: LOS ANGELES UST, Date of Government Version: 06/01/2019 Facility Id: 23758	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.141 mi.)	E46	74
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	2039 W SUNSET BLVD	ESE 1/8 - 1/4 (0.142 mi.)	E51	88
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	2040 W SUNSET BLVD	ESE 1/8 - 1/4 (0.142 mi.)	E52	88
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	909 N ALVARADO ST	SSE 1/8 - 1/4 (0.161 mi.)	G55	90
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	2510 SUNSET BLVD	WNW 1/8 - 1/4 (0.188 mi.)	I61	94
Not reported Database: LOS ANGELES UST, Date of Government Version: 06/01/2019	2501 W SUNSET BLVD	WNW 1/8 - 1/4 (0.195 mi.)	J64	96

State and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 07/29/2019 has revealed that there are 2 VCP sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALVARADO Status: Active Facility Id: 60002289	***1453 & 1455 NORTH AL***	***NE 1/4 - 1/2 (0.330 mi.)***	***M77***	***126***
REGENCY CLEANERS Status: Certified O&M - Land Use Restrictions Only Facility Id: 60001767	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.486 mi.)***	***85***	***173***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 06/03/2019 has revealed that there is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELANO PARK	***1511 ERWIN STREET***	***WSW 1/8 - 1/4 (0.216 mi.)***	***66***	***98***

EXECUTIVE SUMMARY

Cleanup Completion Date: 12/31/2002 00:00:00
ACRES property ID: 11456

Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 09/09/2019 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FLORES RECYCLING Cert Id: RC10405	2517 W SUNSET BLVD	WNW 1/8 - 1/4 (0.232 mi.)	J72	113

Local Lists of Hazardous waste / Contaminated Sites

SCH: This category 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 and safety or the. environment they pose.

A review of the SCH list, as provided by EDR, and dated 07/29/2019 has revealed that there is 1 SCH site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ES #1 Facility Id: 60000074 Status: Certified	***2115 MARATHON STREET***	***SSE 0 - 1/8 (0.105 mi.)***	***D33***	***47***

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 08/14/2019 has revealed that there are 5 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.039 mi.)***	***B14***	***16***
KING CLEANERS	***2103 W SUNSET BLVD***	***ESE 0 - 1/8 (0.103 mi.)***	***E27***	***38***
CACERES CHEVRON	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.141 mi.)***	***E50***	***78***
VONS #3263	***1342 N ALVARADO ST***	***ENE 1/8 - 1/4 (0.230 mi.)***	***K69***	***102***
PARK SUNSET BUILDING	***1910 W SUNSET BLVD***	***E 1/8 - 1/4 (0.230 mi.)***	***71***	***108***

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 8 SWEEPS UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LAFD - FIRE STATION Status: A Tank Status: A Comp Number: 2617	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.039 mi.)***	***B11***	***13***
SUNSET EAST CAR WASH Comp Number: 4020	***2028 W SUNSET BLVD***	***ESE 1/8 - 1/4 (0.131 mi.)***	***E38***	***54***
W. SERVICE Comp Number: 7530	***1016 N ALVARADO ST***	***SE 1/8 - 1/4 (0.133 mi.)***	***F45***	***74***
CACERES CHEVRON Status: A Tank Status: A Comp Number: 2898	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.141 mi.)***	***E50***	***78***
BALIAN AUTO SALES Comp Number: 7570	***909 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.161 mi.)***	***G54***	***90***
BALIAN AUTO SALES Comp Number: 7601	***822 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.191 mi.)***	***G62***	***94***
VACANT Comp Number: 6084	***2501 W SUNSET BLVD***	***WNW 1/8 - 1/4 (0.195 mi.)***	***J63***	***95***
JAMES COSTELLO Comp Number: 7507	***800 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.222 mi.)***	***67***	***100***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 5 HIST UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20 Facility Id: 00000047442	2144 W SUNSET BLVD	SSE 0 - 1/8 (0.039 mi.)	B12	14
FIRE STATION 20 90953 Facility Id: 00000061952	***2144 W SUNSET BLVD*** 2035 W SUNSET BLVD	***SSE 0 - 1/8 (0.039 mi.)*** E 1/8 - 1/4 (0.141 mi.)	***B14*** E48	***16*** 76
CACERES CHEVRON Facility Id: 00000051058	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.141 mi.)	E49	77
CACERES CHEVRON	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.141 mi.)***	***E50***	***78***

EXECUTIVE SUMMARY

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 8 CA FID UST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20 Facility Id: 19024408 Status: A	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.039 mi.)***	***B14***	***16***
SUNSET EAST CAR WASH Facility Id: 19003035 Status: I	***2028 W SUNSET BLVD***	***ESE 1/8 - 1/4 (0.131 mi.)***	***E38***	***54***
W. SERVICE Facility Id: 19002912 Status: I	***1016 N ALVARADO ST***	***SE 1/8 - 1/4 (0.133 mi.)***	***F45***	***74***
CACERES CHEVRON Facility Id: 19006868 Status: A	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.141 mi.)***	***E50***	***78***
BALIAN AUTO SALES Facility Id: 19056516 Status: A	***909 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.161 mi.)***	***G54***	***90***
BALIAN AUTO SALES Facility Id: 19010421 Status: I	***822 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.191 mi.)***	***G62***	***94***
VACANT Facility Id: 19006984 Status: I	***2501 W SUNSET BLVD***	***WNW 1/8 - 1/4 (0.195 mi.)***	***J63***	***95***
JAMES COSTELLO Facility Id: 19010215 Status: I	***800 N ALVARADO ST***	***SSE 1/8 - 1/4 (0.222 mi.)***	***67***	***100***

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 08/14/2019 has revealed that there are 2 CERS TANKS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
FIRE STATION 20	***2144 W SUNSET BLVD***	***SSE 0 - 1/8 (0.039 mi.)***	***B14***	***16***
CACERES CHEVRON	***2035 W SUNSET BLVD***	***E 1/8 - 1/4 (0.141 mi.)***	***E50***	***78***

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 09/03/2019 has revealed that there is 1 DEED

site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
REGENCY CLEANERS	***1411 ECHO PARK AVE***	***E 1/4 - 1/2 (0.486 mi.)***	***85***	***173***
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY				
Envirostor ID: 60001767				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/24/2019 has revealed that there are 6 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AMIGO TRUCKING	820 N CORONADO TERR	SW 1/8 - 1/4 (0.183 mi.)	60	92
EPA ID:: CAR000149047				

Lower Elevation	Address	Direction / Distance	Map ID	Page
KINGS CLEANER	2103 W SUNSET BLVD	ESE 0 - 1/8 (0.103 mi.)	E26	37
EPA ID:: CAL000302486				
SUNSET CAR WASH	2028 W SUNSET BLVD	ESE 1/8 - 1/4 (0.131 mi.)	E40	56
EPA ID:: CAL000356499				
SUNSET PETROL	2035 W SUNSET BLVD	E 1/8 - 1/4 (0.141 mi.)	E47	75
EPA ID:: CAL000405985				
VONS STORE #3263	1342 N ALVARADO ST	ENE 1/8 - 1/4 (0.230 mi.)	K68	101
EPA ID:: CAL000442569				
VONS STORE #3263	1342 N ALVARADO ST	ENE 1/8 - 1/4 (0.230 mi.)	K70	107
EPA ID:: CAL000354016				

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 09/23/2019 has revealed that there are 2 Cortese sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUNSET CARWASH	***2028 SUNSET BLVD***	***ESE 1/8 - 1/4 (0.131 mi.)***	***E41***	***57***
Cleanup Status: OPEN - REMEDIATION				
ARCO #1597	***1601 GLENDALE BLVD***	***NE 1/4 - 1/2 (0.437 mi.)***	***82***	***146***
Cleanup Status: OPEN - ELIGIBLE FOR CLOSURE				

EXECUTIVE SUMMARY

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 6 DRYCLEANERS sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
KING CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 W SUNSET BLVD	ESE 0 - 1/8 (0.103 mi.)	E21	33
KINGS CLEANER Database: DRYCLEANERS, Date of Government Version: 06/04/2019 EPA Id: CAL000302486	***2103 W SUNSET BLVD***	***ESE 0 - 1/8 (0.103 mi.)***	***E22***	***33***
ENCORE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 SUNSET BLVD	ESE 0 - 1/8 (0.103 mi.)	E23	36
NEW ENCORE CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 SUNSET BLVD	ESE 0 - 1/8 (0.103 mi.)	E24	36
S & H DRY CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	2103 SUNSET BLVD	ESE 0 - 1/8 (0.103 mi.)	E25	37
KING CLEANERS Database: DRYCLEAN SOUTH COAST, Date of Government Version: 09/27/2019	***2103 W SUNSET BLVD***	***ESE 0 - 1/8 (0.103 mi.)***	***E27***	***38***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 8 HIST CORTESE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SUNSET CARWASH Reg Id: 900260152	***2028 SUNSET BLVD***	***ESE 1/8 - 1/4 (0.131 mi.)***	***E41***	***57***
W. SERVICE Reg Id: 900260161	***1016 ALVARADO ST N***	***SE 1/8 - 1/4 (0.133 mi.)***	***F43***	***67***
GARCIA PROPERTY Reg Id: 900260025	***1400 ALVARADO ST N***	***ENE 1/4 - 1/2 (0.264 mi.)***	***K73***	***113***
76 STATION #0779 Reg Id: 900260198	***1340 GLENDALE BLVD.***	***E 1/4 - 1/2 (0.316 mi.)***	***L76***	***121***
UNITED OIL #45 Reg Id: 900260270	1465 GLENDALE	NE 1/4 - 1/2 (0.349 mi.)	M78	130
BLOOMFIELD PROPERTIE Reg Id: 900260216	***1515 ALVARADO ST N***	***NE 1/4 - 1/2 (0.356 mi.)***	***M80***	***139***
STANMOR ENTERPRISES Reg Id: 900260170	***1700 SUNSET BLVD***	***ESE 1/4 - 1/2 (0.377 mi.)***	***81***	***143***
ARCO #1597 Reg Id: 900260125	***1601 GLENDALE BLVD***	***NE 1/4 - 1/2 (0.437 mi.)***	***82***	***146***

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 09/16/2019 has revealed that there is 1 Notify 65 site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
HOLLOWAY DRY CLEANER	1159 ECHO PARK BLVD	ESE 1/4 - 1/2 (0.451 mi.)	N84	172

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 5 EDR Hist Auto sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ERICKSON C W	1116 MOHAWK	ESE 0 - 1/8 (0.015 mi.)	B3	11
BEAGLE H K	2112 S SUNSET BLVD	SE 0 - 1/8 (0.086 mi.)	D19	32
CLEARY J K	2110 S SUNSET BLVD	SE 0 - 1/8 (0.092 mi.)	D20	32
WESTLING M R	1035 N ALVARADO ST	SE 0 - 1/8 (0.103 mi.)	D31	47
CARTER J T	2101 S SUNSET BLVD	ESE 0 - 1/8 (0.105 mi.)	E32	47

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there are 10 EDR Hist Cleaner sites within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ECHO CLEANERS	2210 W SUNSET BLVD	SW 0 - 1/8 (0.013 mi.)	A1	9
SHORE L N	2209 S SUNSET BLVD	SSE 0 - 1/8 (0.015 mi.)	A4	11
JAMIESON S J MRS	2166 S SUNSET BLVD	S 0 - 1/8 (0.020 mi.)	A5	11
BUCH L J	2203 S SUNSET BLVD	SSE 0 - 1/8 (0.025 mi.)	B6	12
WONG L S	2162 S SUNSET BLVD	S 0 - 1/8 (0.033 mi.)	A9	12

EXECUTIVE SUMMARY

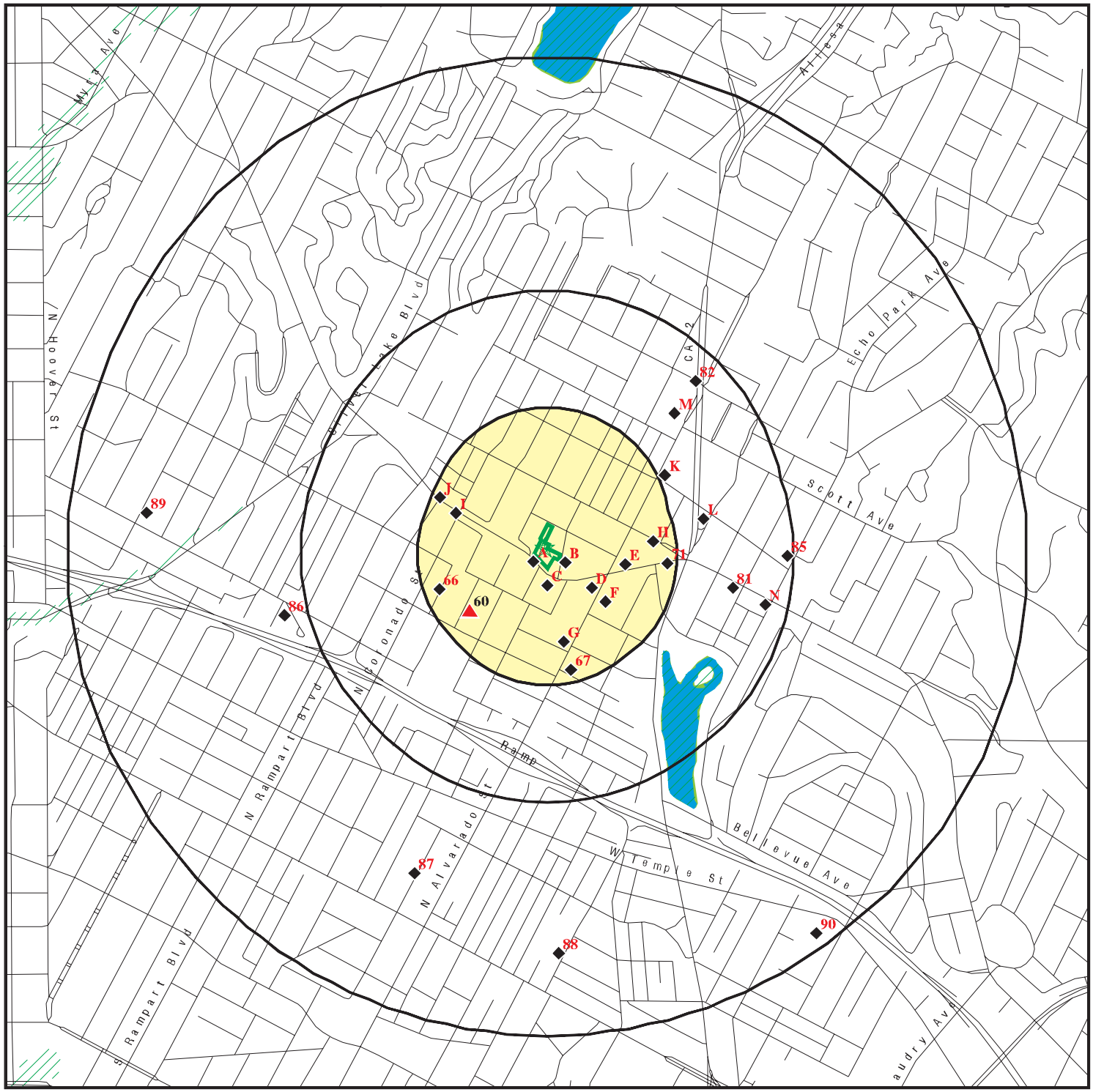
Lower Elevation	Address	Direction / Distance	Map ID	Page
MELTZER DORA	2143 S SUNSET BLVD	SE 0 - 1/8 (0.055 mi.)	B15	28
BUCH L J	2134 S SUNSET BLVD	SE 0 - 1/8 (0.076 mi.)	D17	30
ENCORE CLEANERS	2103 SUNSET BLVD	ESE 0 - 1/8 (0.103 mi.)	E28	41
ROBINSON L J	1031 N ALVARADO ST	SE 0 - 1/8 (0.108 mi.)	D35	53
MARINO R C	1049 N ALVARADO ST	SE 0 - 1/8 (0.111 mi.)	D36	54

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
LINK STATION US PROJECT	ENVIROSTOR, VCP

OVERVIEW MAP - 5874603.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

0 1/4 1/2 1 Miles

Indian Reservations BIA

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2231 Sunset Bouelvard	CLIENT: Stantec
ADDRESS: 2231 Sunset Bouelvard Los Angeles CA 90026	CONTACT: Alicia Jansen INQUIRY #: 5874603.2s
LAT/LONG: 34.078387 / 118.265819	DATE: November 19, 2019 11:38 am

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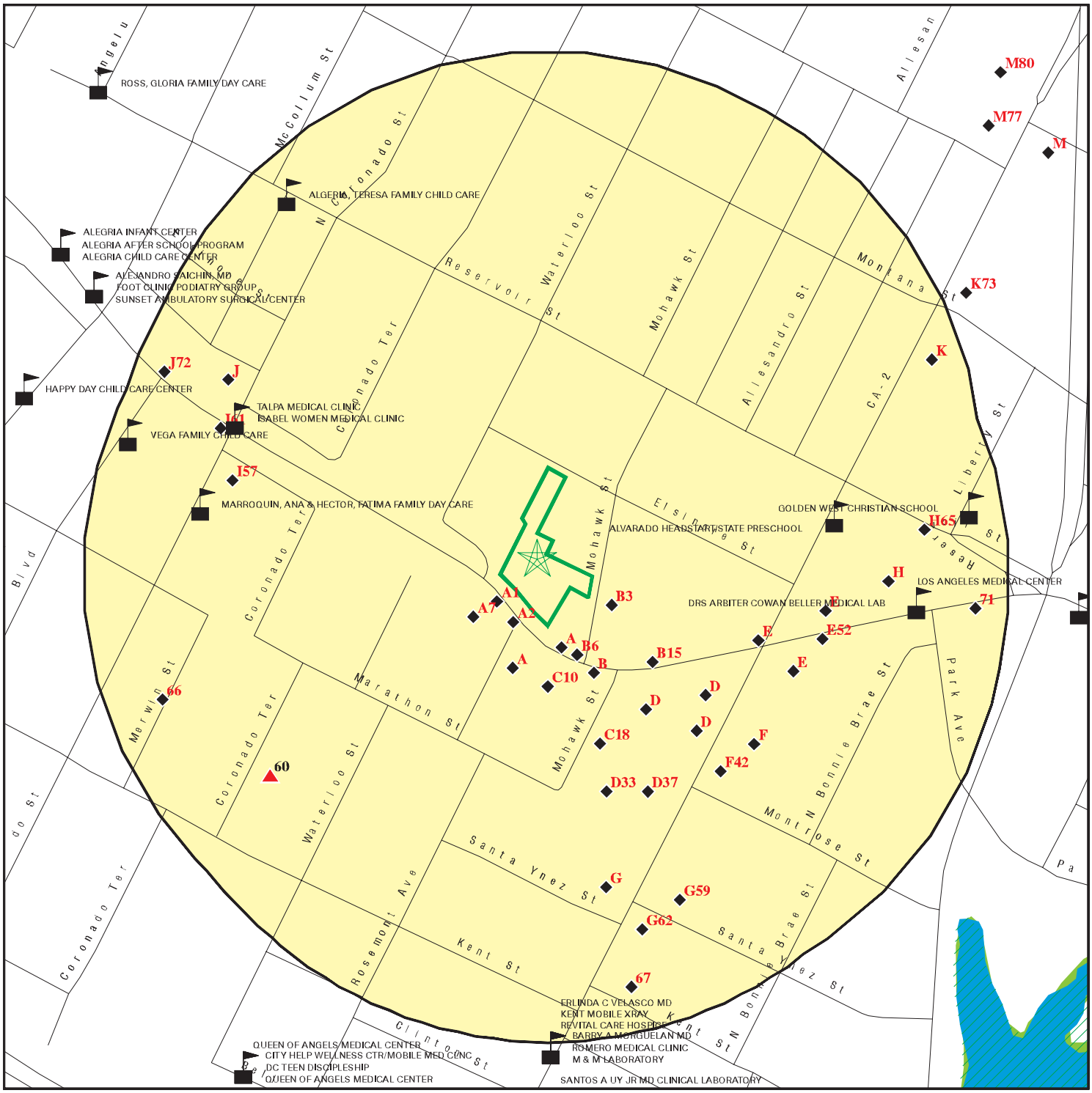
DETAIL MAP - 5874603.2S



0 1/16 1/8 1/4 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 2231 Sunset Bouelvard	CLIENT: Stantec
ADDRESS: 2231 Sunset Bouelvard Los Angeles CA 90026	CONTACT: Alicia Jansen
LAT/LONG: 34.078387 / 118.265819	INQUIRY #: 5874603.2s
	DATE: November 19, 2019 11:39 am

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		1	1	NR	NR	NR	2
RCRA-SQG	0.250		3	0	NR	NR	NR	3
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		1	0	2	5	NR	8
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	2	8	NR	NR	10

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	2	NR	NR	2
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		3	7	NR	NR	NR	10
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP	0.500		0	0	2	NR	NR	2
INDIAN VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	1	0	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	1	0	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
AOCONCERN	1.000		0	0	0	0	NR	0
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		1	0	NR	NR	NR	1
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
CERS HAZ WASTE	0.250		2	3	NR	NR	NR	5
US CDL	TP		NR	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		1	7	NR	NR	NR	8
HIST UST	0.250		2	3	NR	NR	NR	5
CA FID UST	0.250		1	7	NR	NR	NR	8
CERS TANKS	0.250		1	1	NR	NR	NR	2
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	1	NR	NR	1
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	5	NR	NR	NR	6
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	1	1	NR	NR	2
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		6	0	NR	NR	NR	6
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	2	6	NR	NR	8
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	1	0	NR	1
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
UIC GEO	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	TP		NR	NR	NR	NR	NR	0
PROJECT	TP		NR	NR	NR	NR	NR	0
WDR	TP		NR	NR	NR	NR	NR	0
CIWQS	TP		NR	NR	NR	NR	NR	0
CERS	TP		NR	NR	NR	NR	NR	0
NON-CASE INFO	TP		NR	NR	NR	NR	NR	0
OTHER OIL GAS	TP		NR	NR	NR	NR	NR	0
PROD WATER PONDS	TP		NR	NR	NR	NR	NR	0
SAMPLING POINT	TP		NR	NR	NR	NR	NR	0
WELL STIM PROJ	TP		NR	NR	NR	NR	NR	0
MINES MRDS	TP		NR	NR	NR	NR	NR	0
LOS ANGELES CO LF METHANE	0.500		0	0	0	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		5	NR	NR	NR	NR	5
EDR Hist Cleaner	0.125		10	NR	NR	NR	NR	10
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	38	41	23	5	0	107

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
SW
< 1/8
0.013 mi.
68 ft.

ECHO CLEANERS
2210 W SUNSET BLVD
LOS ANGELES, CA 90026

EDR Hist Cleaner **1019979742**
N/A

Site 1 of 7 in cluster A

Relative:
Lower

Actual:
419 ft.

EDR Hist Cleaner

Year:	Name:	Type:
2004	ECHO CLEANERS	Drycleaning Plants, Except Rugs
2005	ECHO CLEANERS	Drycleaning Plants, Except Rugs
2006	ECHO CLEANERS	Drycleaning Plants, Except Rugs
2007	ECHO CLEANERS	Drycleaning Plants, Except Rugs

A2
SSW
< 1/8
0.013 mi.
70 ft.

7-ELEVEN INC. STORE #33028
2200 W SUNSET BLVD
LOS ANGELES, CA 90026

HAZMAT **S123498798**
CERS **N/A**

Site 2 of 7 in cluster A

Relative:
Lower

Actual:
419 ft.

LOS ANGELES HM:

Name:	7-ELEVEN #33028
Address:	2200 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0039794
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	7-ELEVEN INC. STORE #33028
Address:	2200 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	1056
CERS ID:	10462219
CERS Description:	Chemical Storage Facilities

Coordinates:

Site ID:	1056
Facility Name:	7-ELEVEN INC. STORE #33028
Env Int Type Code:	HMBP
Program ID:	10462219
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.077970
Longitude:	-118.266180

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	BRENT SMERCZYNSKI
Entity Title:	CORPORATE ASSET PROTECTION MANAGER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department

7-ELEVEN INC. STORE #33028 (Continued) **S123498798**

Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Document Preparer
Entity Name:	BELSHIRE ENVIRONMENTAL SERVICES, INC.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	Not reported
Affiliation Zip:	75063
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75063
Affiliation Phone:	(972) 828-7578
Affiliation Type Desc:	Operator
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 989-1528
Affiliation Type Desc:	Environmental Contact
Entity Name:	BRENT SMERCZYNSKI: CORPORATE ASSET PROTECTION MANAGER
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	Not reported
Affiliation Zip:	75063
Affiliation Phone:	Not reported

7-ELEVEN INC. STORE #33028 (Continued) **S123498798**

Affiliation Type Desc:	Parent Corporation
Entity Name:	7-ELEVEN CONVENIENCE STORES
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Property Owner
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	LICENSE RENEWAL DEPT.:3200 HACKBERRY ROAD
Affiliation City:	IRVING
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75063
Affiliation Phone:	(972) 828-7578

B3 **ERICKSON C W** **EDR Hist Auto** **1009076900**
ESE **1116 MOHAWK** **N/A**
< 1/8 **LOS ANGELES, CA**
0.015 mi.
77 ft. **Site 1 of 7 in cluster B**

Relative: EDR Hist Auto
Lower

Actual:
435 ft.

Year:	Name:	Type:
1924	ERICKSON C W	AUTOMOBILE REPAIRING

A4 **SHORE L N** **EDR Hist Cleaner** **1009188720**
SSE **2209 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.015 mi.
81 ft. **Site 3 of 7 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual:
419 ft.

Year:	Name:	Type:
1924	SHORE L N	CLOTHES CLEANERS PRESSERS AND DYERS

A5 **JAMIESON S J MRS** **EDR Hist Cleaner** **1009187289**
South **2166 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.020 mi.
106 ft. **Site 4 of 7 in cluster A**

Relative: EDR Hist Cleaner
Lower

Actual:
418 ft.

Year:	Name:	Type:
1924	JAMIESON S J MRS	CLOTHES CLEANERS PRESSERS AND DYERS

B6
SSE
< 1/8
0.025 mi.
130 ft.

BUCH L J — **EDR Hist Cleaner** — **1009188502**
2203 S SUNSET BLVD — **N/A**
LOS ANGELES, CA

Site 2 of 7 in cluster B

Relative:
Lower

Actual:
419 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1929	BUCH L J	CLOTHES PRESSERS CLEANERS AND REPAIRERS

A7
SW
< 1/8
0.029 mi.
155 ft.

CHIEF AUTO PARTS NO. 25591 — **HAZMAT** — **S123549803**
2202 W SUNSET BLVD — **N/A**
LOS ANGELES, CA 90026

Site 5 of 7 in cluster A

Relative:
Lower

Actual:
425 ft.

LOS ANGELES HM:

Name:	CHIEF AUTO PARTS NO. 25591
Address:	2202 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0027454
Last Run Date:	06/01/2019
Status:	INACTIVE

A8
SSW
< 1/8
0.033 mi.
173 ft.

CAYES AUTO PARTS — **HAZMAT** — **S123544652**
2170 W SUNSET BLVD — **N/A**
LOS ANGELES, CA 90026

Site 6 of 7 in cluster A

Relative:
Lower

Actual:
423 ft.

LOS ANGELES HM:

Name:	CAYES AUTO PARTS
Address:	2170 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009636
Last Run Date:	06/01/2019
Status:	INACTIVE

A9
South
< 1/8
0.033 mi.
176 ft.

WONG L S — **EDR Hist Cleaner** — **1009191350**
2162 S SUNSET BLVD — **N/A**
LOS ANGELES, CA

Site 7 of 7 in cluster A

Relative:
Lower

Actual:
420 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1942	WONG L S	LAUNDRIES ORIENTAL

C10
South
< 1/8
0.036 mi.
192 ft.

2154-56 SUNSET BLVD
LOS ANGELES, CA

Site 1 of 2 in cluster C

UST **U004301158**
N/A

Relative:
Lower

Actual:
413 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2154-56 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

B11
SSE
< 1/8
0.039 mi.
208 ft.

LAFD - FIRE STATION 20
2144 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 3 of 7 in cluster B

UST **U003879636**
SWEEPS UST **N/A**

Relative:
Lower

Actual:
417 ft.

UST:

Name:	LOS ANGELES FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	25064
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.0786263
Longitude:	-118.2638424

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0003885
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.07739
Longitude:	-118.26521

LOS ANGELES UST:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0003885
Last Run Date:	06/01/2019
Status:	ACTIVE

SWEEPS UST:

Name:	LOS ANGELES FIRE STATION 20
Address:	2144 W SUNSET BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	2617
Number:	Not reported
Board Of Equalization:	44-012042
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002617-000001
Tank Status:	Not reported

LAFD - FIRE STATION 20 (Continued) **U003879636**

Capacity:	10000
Active Date:	Not reported
Tank Use:	M.V. FUEL
STG:	PRODUCT
Content:	DIESEL
Number Of Tanks:	1

Name:	LOS ANGELES FIRE STATION 20
Address:	2144 W SUNSET BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	2617
Number:	4
Board Of Equalization:	44-012042
Referral Date:	10-01-92
Action Date:	04-01-94
Created Date:	02-29-88
Owner Tank Id:	000002617
SWRCB Tank Id:	19-050-002617-000002
Tank Status:	A
Capacity:	2000
Active Date:	10-01-92
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	1

B12 **FIRE STATION 20** **HIST UST** **U001561155**
SSE **2144 W SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.039 mi.
208 ft. **Site 4 of 7 in cluster B**

Relative:
Lower

Actual:
417 ft.

HIST UST:

Name:	FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000047442
Facility Type:	Other
Other Type:	FIRE STATION
Contact Name:	Not reported
Telephone:	2134856220
Owner Name:	CITY OF LOS ANGELES
Owner Address:	200 N. MAIN ST
Owner City,St,Zip:	LOS ANGELES, CA 90012
Total Tanks:	0001

Tank Num:	001
Container Num:	F520-1
Year Installed:	Not reported
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

B13	**LOS ANGELES FIRE STATION 20**	**RCRA-SQG**	**1000229446**
SSE	**2144 SUNSET BLVD**	**FINDS**	**CAD981962640**
< 1/8	**LOS ANGELES, CA 90026**	**ECHO**	
0.039 mi.			
208 ft.	**Site 5 of 7 in cluster B**		

Relative:
Lower

Actual:
417 ft.

RCRA-SQG:

Date form received by agency:	1987-03-09 00:00:00.0
Facility name:	LA FIRE STATION 20
Facility address:	2144 SUNSET BLVD LOS ANGELES, CA 90026
EPA ID:	CAD981962640
Mailing address:	200 N MAIN RM EIGHTH HUNDRED C LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	2144 SUNSET BLVD ECHO PARK, CA 90012
Contact country:	US
Contact telephone:	213-485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	CITY OF LA
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No

LOS ANGELES FIRE STATION 20 (Continued) **1000229446**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110006474314

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000229446
Registry ID:	110006474314
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110006474314

B14
SSE
< 1/8
0.039 mi.
208 ft.

Relative:
Lower

Actual:
417 ft.

FIRE STATION 20
2144 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 6 of 7 in cluster B

CERS HAZ WASTE
HIST UST
CA FID UST
CERS TANKS
HAZNET
HAZMAT
CERS

S101617300
N/A

CERS HAZ WASTE:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	278006
CERS ID:	10242106

FIRE STATION 20 (Continued) **S101617300**

CERS Description: Hazardous Waste Generator

HIST UST:

Name:	FIRE STATION 20
Address:	2144 SUNSET BL
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	00027114
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027114.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	19024408
Regulated By:	UTNKA
Regulated ID:	00047442
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134855846
Mail To:	Not reported
Mailing Address:	200 N MAIN STREET-ROOM
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CERS TANKS:

Name:	LAFD - FIRE STATION 20
Address:	2144 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	278006
CERS ID:	10242106
CERS Description:	Underground Storage Tank

FIRE STATION 20 (Continued) **S101617300**

HAZNET:

Name:	CITY OF LA GENERAL SERVICES
Address:	2144 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2017
GEPAID:	CAD981962640
Contact:	EMMANUEL AMESI
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E FIRST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Tons:	0.4
CA Waste Code:	223-Unspecified oil-containing waste
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	CITY OF LA GENERAL SERVICES
Address:	2144 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2017
GEPAID:	CAD981962640
Contact:	EMMANUEL AMESI
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E FIRST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Tons:	Not reported
CA Waste Code:	-
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	CITY OF LA GENERAL SERVICES
Address:	2144 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2017
GEPAID:	CAD981962640
Contact:	EMMANUEL AMESI
Telephone:	2139783798
Mailing Name:	Not reported
Mailing Address:	111 E FIRST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	AZD049318009
TSD County:	99
Tons:	0.125
CA Waste Code:	181-Other inorganic solid waste
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

FIRE STATION 20 (Continued) **S101617300**

Name: CITY OF LA GENERAL SERVICES
Address: 2144 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2017
GEPAID: CAD981962640
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD044429835
TSD County: Los Angeles
Tons: 0.05
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: CITY OF LA GENERAL SERVICES
Address: 2144 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2007
GEPAID: CAD981962640
Contact: EMMANUEL AMESI
Telephone: 2139783798
Mailing Name: Not reported
Mailing Address: 111 E FIRST ST RM 600
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: AZC950823111
TSD County: 99
Tons: 1.6
CA Waste Code: 151-Asbestos containing waste
Method: H132-Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
7 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:
Name: LAFD - FIRE STATION 20
Address: 2144 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0003885
Last Run Date: 06/01/2019
Status: ACTIVE

CERS:
Name: LAFD - FIRE STATION 20
Address: 2144 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 278006
CERS ID: 10242106
CERS Description: Chemical Storage Facilities

FIRE STATION 20 (Continued) **S101617300**

Violations:

Site ID:	278006
Site Name:	LAFD - FIRE STATION 20
Violation Date:	06-03-2015
Citation:	HSC 6.7 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25286
Violation Description:	Failure to obtain and maintain a valid Board of Equalization account number.
Violation Notes:	Returned to compliance on 06/25/2015. OBSERVATION: Facility does not have a valid BOE number. CORRECTIVE ACTION: Obtain, submit, and maintain a valid Board of Equalization account number.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	278006
Site Name:	LAFD - FIRE STATION 20
Violation Date:	06-12-2019
Citation:	HSC 6.7 25284, 25286 - California Health and Safety Code, Chapter 6.7, Section(s) 25284, 25286
Violation Description:	Failure to submit a complete and accurate application for a permit to operate a UST, or for renewal of the permit.
Violation Notes:	Returned to compliance on 07/31/2019. OBSERVATION: Owner/Operator did not obtain and/or maintain a valid Operating Permit from the CUPA, and/or failed to pay permit fees. CORRECTIVE ACTION: Obtain and maintain a valid Operating Permit from the CUPA and/or pay all past due permit fees. *** Mr. Sullivan, can you please correct the following: 1)Can you please indicate "2000 gallons" for the Tank Capacity in Gallons within the Operating Permit Application. There is a metal stamped plate on site indicating this as well as the system system set up ***
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	278006
Site Name:	LAFD - FIRE STATION 20
Violation Date:	06-03-2015
Citation:	23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description:	Failure to submit, obtain approval, or maintain a complete/accurate response plan.
Violation Notes:	Returned to compliance on 06/25/2015. OBSERVATION: Owner/Operator did not submit and/or maintain an approved response plan. CORRECTIVE ACTION: Submit and maintain an approved response plan.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	278006
Site Name:	LAFD - FIRE STATION 20
Violation Date:	06-13-2018
Citation:	HSC 6.75 25299.30-25299.34 - California Health and Safety Code, Chapter 6.75, Section(s) 25299.30-25299.34
Violation Description:	Failure to submit and maintain complete and current Certification of Financial Responsibility or other mechanism of financial assurance.
Violation Notes:	Returned to compliance on 06/13/2018.

FIRE STATION 20 (Continued) **S101617300**

Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-14-2016
Citation: 23 CCR 16 2712(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(i)
Violation Description: Failure to have a UST Monitoring Plan available on site.
Violation Notes: Returned to compliance on 06/13/2018. OBSERVATION: MONITORING PLAN SUBMITTED TO CERS IS NOT COMPLETE. CORRECTIVE ACTION: PLEASE SEE COMMENTS IN CERS FOR REQUIRED UPDATES TO THE MONITORING PLAN
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: 23 CCR 16 2712(b)(1)(G) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2712(b)(1)(G)
Violation Description: Failure to comply with one or more of the following overfill prevention equipment requirements: Alert the transfer operator when the tank is 90 percent full by restricting the flow into the tank or triggering an audible and visual alarm; or Restrict delivery of flow to the tank at least 30 minutes before the tank overfills, provided the restriction occurs when the tank is filled to no more than 95 percent of capacity; and activate an audible alarm at least five minutes before the tank overfills; or Provide positive shut-off of flow to the tank when the tank is filled to no more than 95 percent of capacity; or Provide positive shut-off of flow to the tank so that none of the fittings located on the top of the tank are exposed to product due to overfilling. Install/retrofit overfill prevention equipment that does not use flow restrictors on vent piping to meet overfill prevention equipment requirements when the overfill prevention equipment is installed, repaired, or replaced on and after October 1,?2018. For USTs installed before October 1, 2018, perform an inspection by October 13, 2018 and every 36 months thereafter. For USTs installed on and after October?1,?2018, perform an inspection at installation and every 36 months thereafter. Inspected within 30 days after a repair to the overfill prevention equipment. Inspected using an applicable manufacturer guidelines, industry codes, engineering standards, or a method approved by a professional engineer. Inspected by a certified UST service technician. Maintain records of overfill prevention equipment inspection for 36 months.
Violation Notes: Returned to compliance on 06/12/2019. OBSERVATION: Owner/Operator failed to meet one or more of the requirements applicable to overfill prevention equipment. CORRECTIVE ACTION: Maintain overfill prevention system to comply with the deficiencies noted above. Submit verification. *** Mr. Sullivan, your overfill testing was due as of 10-13-2018. Please schedule with a licensed ICC Contractor to have your primary means of overfill tested. CORRECTED ON SITE 6-12-2019 BY SERVICE TECHNICIAN TAYLOR ALMEIDA ***
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

FIRE STATION 20 (Continued) **S101617300**

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: 23 CCR 16 2641(h) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(h)
Violation Description: Failure to have an approved UST Monitoring Plan.
Violation Notes: Returned to compliance on 07/31/2019. OBSERVATION: Facility does not have an approved Monitoring Plan. CORRECTIVE ACTION: Maintain an Approved Monitoring Plan. *** Mr. Sullivan, can you please correct the following on your Monitoring Plan: 1) Please remove the FX1V Mechanical Line Leak detector from the Pipe Monitoring Section. You have a suction system and do not have any leak detectors installed on site ***
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-12-2019
Citation: 23 CCR 16 2632(d)(1)(c),2641(h),2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(c),2641(h),2711(a)(8)
Violation Description: Failure to submit or maintain a current facility plot plan.
Violation Notes: Returned to compliance on 07/31/2019. OBSERVATION: Owner/Operator did not maintain and/or submit a current facility plot plan. CORRECTIVE ACTION: Maintain and/or submit a current facility plot plan. *** Mr. Sullivan, can you please add the following to your site plot plan in CERS: 1) Leak Detection Sensor Model Numbers 2) Overfill Audible/Visual Alarm 3) Piping runs for product and vent lines ***
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Site ID: 278006
Site Name: LAFD - FIRE STATION 20
Violation Date: 06-14-2016
Citation: 23 CCR 16 2632(d)(1)(C), 2641(h), 2711(a)(8) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2632(d)(1)(C), 2641(h), 2711(a)(8)
Violation Description: Failure to submit or update a plot plan.
Violation Notes: Returned to compliance on 06/13/2018. OBSERVATION: SITE PLAN SUBMITTED TO CERS IS MISSING REQUIRED ELEMENTS FOR A UST SITE PLAN CORRECTIVE ACTION: ADD MISSING ELEMENTS TO UST SITE PLAN AND RESUBMIT
Violation Division: Los Angeles City Fire Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-19-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: VERIFIED HMBP SUBMITTAL INTO PORTAL. REVIEWED INVENTORY W FFPM DAN APODACA. ADDED 55 GAL DRUMS OF USED FILTERS AND LUBE OIL.
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP

FIRE STATION 20 (Continued) **S101617300**

Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-19-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: WIT MC & SB TEST BY ERIK FROM CLEAN FUELS. SUCTION SYSTEM
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-25-2019
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewed and attached 2019 Mon Cert, spill bucket and overfill inspection results. Reviewed CERS and open violations.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-27-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewed and attached FS 20 MC test results. No open violations.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-21-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Cpt. Garnica, "B" Shift
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 12-22-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: John Garnica Jr, Captain II
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-03-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: MC conducted by Erik Blankenbiller of Clean Fuels
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

FIRE STATION 20 (Continued) **S101617300**

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-03-2015
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Permission to inspect granted by Travis Hill. MC testing conducted by Erik Blankenbiller of Clean Fuels.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-12-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	LAFD CUPA Inspector Yoshihashi, on site 6-12-2019 to conduct routine inspection of your underground storage tank. Consent to enter, inspect and take photographs was given on this date by FF/PM Landon Rupright, E-11 Moved up for E-20. Monitoring system certification WAS conducted at this time. Monitoring certification was performed by Taylor Almeida of Clean Fuels. Tester provided the following certifications: Taylor Almeida of Clean Fuels ICC: 8372585 EXP:2/23/2020 VR: B45968 TLS-3XX Tech Recert. 8/12/19 The UST monitoring panel showed T2: Delivery Needed. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property [Truncated]
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-13-2018
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Captain Douglas Lewis Monitoring system certification was conducted at this time. Monitoring certification was performed by Taylor Almeida of Clean Fuels VR: B45968 TLS-3XX Tech Recert. 8/12/19 ICC: 8372585 EXP:2/23/2020 VMI: LDT-890 #3585 EXP:06/03/2019 VMI MLLD #3858 EXP: Omntec: #120117TA EXP:12/1/19 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner:LAFD FS 20 Tank Owner/ [Truncated]
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection

FIRE STATION 20 (Continued) **S101617300**

Eval Date: 06-14-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Kurt Corral LAFD, onsite this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by the acting station commander. Monitoring system certification was conducted at this time. Monitoring certification was performed by Eric Blankenbiller, Clean Fuels. Tester provided the following certifications: ICC Tech #5102767 Exp: 1/11/2018 Veeder-Root #A20929 Exp: 9/27/2017 VMI #3041 Exp: 3/27/2018 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Ensure submittal of monitor certification [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-15-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-15-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Lawrence Kim with the LAFD, onsite 2144 W SUNSET BLVD ? LAFD 20 to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by LAFD MONITOR CERTIFICATION & SB989 were conducted at this time. Monitoring certification & SB989 were performed by RICHARD BLANKENBILLER WITH CLEAN FUELS Tester provided the following certifications: RICHARD BLANKENBILLER ICC: A20929 EXP: 1-11-18 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Ensure submittal of monitor certification test results within 30 days [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-19-2014
Violations Found: No

FIRE STATION 20 (Continued) **S101617300**

Eval Type: Routine done by local agency
Eval Notes: FACILITY INSPECTION. REVIEWED UST BOOK. OBSERVED SENSORS PLACED PROPERLY TO DETECT LEAK AT EARLIEST POSSIBLITY. SUMPS AND UDC'S FREE OF LIQUID. VEEDER ROOT NOT IN ALARM. NO VIOLATIONS NOTED.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 278006
Facility Name: LAFD - FIRE STATION 20
Env Int Type Code: HWG
Program ID: 10242106
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.077390
Longitude: -118.265210

Affiliation:
Affiliation Type Desc: Identification Signer
Entity Name: Jonathan Wong/Brett L. Poole
Entity Title: FIREFIGHTER/Consultant
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: CAPTAIN
Entity Title: Not reported
Affiliation Address: 2144 W SUNSET BLVD
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90026
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: LAFD - FIRE STATION 20
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported

FIRE STATION 20 (Continued) **S101617300**

Affiliation Zip: Not reported
Affiliation Phone: (213) 485-6220

Affiliation Type Desc: Property Owner
Entity Name: CITY OF LA GENERAL SERVICES
Entity Title: Not reported
Affiliation Address: 111 E 1ST ST
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90012
Affiliation Phone: (213) 928-9555

Affiliation Type Desc: UST Tank Operator
Entity Name: LAFD - FIRE STATION 20
Entity Title: Not reported
Affiliation Address: 2144 W SUNSET BLVD
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90026
Affiliation Phone: (213) 485-6220

Affiliation Type Desc: UST Tank Owner
Entity Name: GSD, FUEL SERVICES AND ENVIRONMENTAL LIASON
Entity Title: Not reported
Affiliation Address: 111 E FIRST ST 6TH FL
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3781

Affiliation Type Desc: CUPA District
Entity Name: Los Angeles City Fire Department
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Room 1780
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 90012
Affiliation Phone: (213) 978-3680

Affiliation Type Desc: Legal Owner
Entity Name: CITY OF LA-LAFD
Entity Title: Not reported
Affiliation Address: 200 N MAIN ST 16TH FL
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90012
Affiliation Phone: (213) 485-6220

Affiliation Type Desc: UST Permit Applicant
Entity Name: JONATHAN WONG
Entity Title: PLUMBING SUPERVISOR
Affiliation Address: Not reported

FIRE STATION 20 (Continued) **S101617300**

Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 978-3781

Affiliation Type Desc:	UST Property Owner Name
Entity Name:	LAFD - FIRE STATION 20
Entity Title:	Not reported
Affiliation Address:	2144 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 485-6220

Affiliation Type Desc:	Document Preparer
Entity Name:	Jonathan Wong/Brett L. Poole
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2144 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

B15 **MELTZER DORA** **EDR Hist Cleaner** **1009190004**
SE **2143 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.055 mi.
289 ft. **Site 7 of 7 in cluster B**

Relative: EDR Hist Cleaner
Lower

Actual:
419 ft.

Year:	Name:	Type:
1933	MELTZER DORA	CLOTHES PRESSERS AND CLEANERS

D16 SE < 1/8 0.076 mi. 400 ft. | **CHIPOTLE MEXICAN GRILL #3062**
2134 W SUNSET BLVD STE F
LOS ANGELES, CA 90026

HAZMAT **S123520522**
CERS **N/A**

Site 1 of 9 in cluster D

Relative: Lower

Actual: 412 ft.

LOS ANGELES HM:

Name:	CHIPOTLE MEXICAN GRILL #3062
Address:	2134 W SUNSET BLVD STE F
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0040508
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	CHIPOTLE MEXICAN GRILL #3062
Address:	2134 W SUNSET BLVD STE F
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	432904
CERS ID:	10754953
CERS Description:	Chemical Storage Facilities

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	Kim Oganesyan
Entity Title:	Not reported
Affiliation Address:	1401 Wynkoop Street, Suite 500
Affiliation City:	Denver
Affiliation State:	CO
Affiliation Country:	Not reported
Affiliation Zip:	80202
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1401 Wynkoop Street, Suite 500
Affiliation City:	Denver
Affiliation State:	CO
Affiliation Country:	Not reported
Affiliation Zip:	80202
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Identification Signer
Entity Name:	CC duran
Entity Title:	Licensing Coordinator
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

CHIPOTLE MEXICAN GRILL #3062 (Continued) **S123520522**

Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Chipotle Mexican Grill, Inc
Entity Title:	Not reported
Affiliation Address:	1401 Wynkoop Street, Suite 500
Affiliation City:	Denver
Affiliation State:	CO
Affiliation Country:	United States
Affiliation Zip:	80202
Affiliation Phone:	(303) 222-2524
Affiliation Type Desc:	Document Preparer
Entity Name:	CC duran
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Operator
Entity Name:	Chipotle Mexican Gill #3062
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 989-6914
Affiliation Type Desc:	Parent Corporation
Entity Name:	Chipotle Mexican Grill
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

D17 **BUCH L J** **EDR Hist Cleaner** **1009192375**
SE **2134 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.076 mi.
400 ft. **Site 2 of 9 in cluster D**

Relative: EDR Hist Cleaner
Lower

Actual:
412 ft.

Year:	Name:	Type:
1933	BUCH L J	CLOTHES PRESSERS AND CLEANERS
1937	BUCH LEO	CLOTHES PRESSERS AND CLEANERS

C18 SSE < 1/8 0.077 mi. 408 ft. | **CENTRAL REGION ELEMENTARY SCHOOL NO 14**
1018 N MOHAWK ST
LOS ANGELES, CA 90026

Site 2 of 2 in cluster C

RCRA-LQG | **1010313690**
CAR000176800

Relative: Lower
Actual: 405 ft.

RCRA-LQG:

Date form received by agency:	2006-08-15 00:00:00.0
Facility name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Facility address:	1018 N MOHAWK ST LOS ANGELES, CA 90026
EPA ID:	CAR000176800
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	2006-08-14 00:00:00.0
Owner/Op end date:	Not reported
Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District

CENTRAL REGION ELEMENTARY SCHOOL NO 14 (Continued) **1010313690**

Owner/Operator Type: Owner
Owner/Op start date: 2006-08-14 00:00:00.0
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

D19 **BEAGLE H K** **EDR Hist Auto** **1009080720**
SE **2112 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.086 mi.
455 ft. **Site 3 of 9 in cluster D**

Relative: EDR Hist Auto
Lower

Actual:
418 ft.

Year:	Name:	Type:
1937	BEAGLE H K	AUTOMOBILE REPAIRING

D20 **CLEARY J K** **EDR Hist Auto** **1009079857**
SE **2110 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.092 mi.
484 ft. **Site 4 of 9 in cluster D**

Relative: EDR Hist Auto
Lower

Actual:
419 ft.

Year:	Name:	Type:
1933	CLEARY J K	AUTOMOBILE REPAIRING

E21 ESE < 1/8 0.103 mi. 543 ft. | **KING CLEANERS** **2103 W SUNSET BLVD** **LOS ANGELES, CA 90026** | **DRYCLEANERS** | **S121698709** **N/A**

Site 1 of 23 in cluster E

Relative: Lower

Actual: 419 ft.

DRYCLEAN SOUTH COAST:

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	58550
Application Number:	161220
Permit Number:	M60665
Status:	O
Representative Name:	GRACE MONTES
Representative Telephone:	213 4841386
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.3999939
UTM North:	3771.3000488

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	58550
Application Number:	245131
Permit Number:	D62947
Status:	O
Representative Name:	GRACE MONTES
Representative Telephone:	213 4841386
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.3999939
UTM North:	3771.3000488

E22 ESE < 1/8 0.103 mi. 543 ft. | **KINGS CLEANER** **2103 W SUNSET BLVD** **LOS ANGELES, CA 90026** | **DRYCLEANERS** **HAZNET** | **S116735908** **N/A**

Site 2 of 23 in cluster E

Relative: Lower

Actual: 419 ft.

DRYCLEANERS:

Name:	KINGS CLEANER
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
EPA Id:	CAL000302486
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	01/20/2006
Facility Active:	Yes
Inactive Date:	Not reported
Facility Addr2:	Not reported

KINGS CLEANER (Continued) **S116735908**

Owner Name:	MIGUEL MENDOZA
Owner Address:	1045 DEXTER ST
Owner Address 2:	Not reported
Owner Telephone:	3233524969
Contact Name:	MIGUEL MENDOZA
Contact Address:	2103 W SUNSET BLVD
Contact Address 2:	Not reported
Contact Telephone:	2134841386
Mailing Name:	Not reported
Mailing Address 1:	2103 W SUNSET BLVD
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900263124
Owner Fax:	0000000000
Region Code:	3

HAZNET:

Name:	KINGS CLEANER
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2007
GEPAID:	CAL000302486
Contact:	MIGUEL MENDOZA
Telephone:	2134841386
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	H020-Solvents Recovery
Facility County:	Los Angeles

Name:	KINGS CLEANER
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2007
GEPAID:	CAL000302486
Contact:	MIGUEL MENDOZA
Telephone:	2134841386
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method:	H020-Solvents Recovery
Facility County:	Los Angeles

Name:	KINGS CLEANER
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000

KINGS CLEANER (Continued) **S116735908**

Year:	2007
GEPAID:	CAL000302486
Contact:	MIGUEL MENDOZA
Telephone:	2134841386
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	0.3251
CA Waste Code:	211-Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Method:	H020-Solvents Recovery
Facility County:	Los Angeles

Name:	KINGS CLEANER
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2006
GEPAID:	CAL000302486
Contact:	MIGUEL MENDOZA
Telephone:	2134841386
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	R01-Recycler
Facility County:	Los Angeles

Name:	KINGS CLEANER
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2006
GEPAID:	CAL000302486
Contact:	MIGUEL MENDOZA
Telephone:	2134841386
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	0.2502
CA Waste Code:	211-Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Method:	R01-Recycler
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

E23 ENCORE CLEANERS **DRYCLEANERS** **S121696997**
ESE 2103 SUNSET BLVD **N/A**
< 1/8 LOS ANGELES, CA 90026
0.103 mi.
543 ft. **Site 3 of 23 in cluster E**

Relative:
Lower

Actual:
419 ft.

DRYCLEAN SOUTH COAST:

Name:	ENCORE CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	22417
Application Number:	C29956
Permit Number:	M19703
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

Name:	ENCORE CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	22417
Application Number:	Z02836
Permit Number:	M14993
Status:	O
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

E24 NEW ENCORE CLEANERS **DRYCLEANERS** **S121697721**
ESE 2103 SUNSET BLVD **N/A**
< 1/8 LOS ANGELES, CA 90026
0.103 mi.
543 ft. **Site 4 of 23 in cluster E**

Relative:
Lower

Actual:
419 ft.

DRYCLEAN SOUTH COAST:

Name:	NEW ENCORE CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	42160
Application Number:	117488
Permit Number:	M35165
Status:	O
Representative Name:	JOE VILLANUEVA
Representative Telephone:	213 4841386
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE

NEW ENCORE CLEANERS (Continued) **S121697721**

CCAT Number:	02
CCAT Description:	ADSORBER (DRY CLEANING) REGENERATIVE
UTM East:	0
UTM North:	0

E25 ESE < 1/8 0.103 mi. 543 ft. **S & H DRY CLEANERS** **DRYCLEANERS** **S121698008**
2103 SUNSET BLVD **N/A**
LOS ANGELES, CA 90026

Site 5 of 23 in cluster E

Relative: Lower
Actual: 419 ft.

DRYCLEAN SOUTH COAST:

Name:	S & H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	46746
Application Number:	150800
Permit Number:	M55283
Status:	O
Representative Name:	HAVIER GARCIA
Representative Telephone:	213 0000000
Permit Status:	INACT_NR
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	0
UTM North:	0

E26 ESE < 1/8 0.103 mi. 543 ft. **KINGS CLEANER** **RCRA NonGen / NLR** **1024813097**
2103 W SUNSET BLVD **CAL000302486**
LOS ANGELES, CA 90026

Site 6 of 23 in cluster E

Relative: Lower
Actual: 419 ft.

RCRA NonGen / NLR:

Date form received by agency:	2006-01-20 00:00:00.0
Facility name:	KINGS CLEANER
Facility address:	2103 W SUNSET BLVD LOS ANGELES, CA 90026-0000
EPA ID:	CAL000302486
Contact:	MIGUEL MENDOZA
Contact address:	2103 W SUNSET BLVD LOS ANGELES, CA 90026
Contact country:	Not reported
Contact telephone:	213-484-1386
Contact email:	KINGS2103@SBCGLOBAL.NET
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	MIGUEL MENDOZA
Owner/operator address:	1045 DEXTER ST LOS ANGELES, CA 90042
Owner/operator country:	Not reported

KINGS CLEANER (Continued) **1024813097**

Owner/operator telephone: 323-352-4969
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: MIGUEL MENDOZA
Owner/operator address: 2103 W SUNSET BLVD
LOS ANGELES, CA 90026
Owner/operator country: Not reported
Owner/operator telephone: 213-484-1386
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

E27 **KING CLEANERS** **CERS HAZ WASTE** **S121693747**
ESE **2103 W SUNSET BLVD** **DRYCLEANERS** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.103 mi.
543 ft. **Site 7 of 23 in cluster E**

Relative:
Lower

Actual:
419 ft.

CERS HAZ WASTE:
Name: KING CLEANERS
Address: 2103 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 127934
CERS ID: 10252618
CERS Description: Hazardous Waste Generator

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-03-2018
Violations Found: No

KING CLEANERS (Continued) **S121693747**

Eval Type:	Routine done by local agency
Eval Notes:	Consent given by Erica.
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-13-2015
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Miguel Mendoza, Owner
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS

Coordinates:

Site ID:	127934
Facility Name:	KING CLEANERS
Env Int Type Code:	HWG
Program ID:	10252618
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.077630
Longitude:	-118.263690

Affiliation:

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Parent Corporation
Entity Name:	KING CLEANERS
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2103 W SUNSET BL
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

KING CLEANERS (Continued) **S121693747**

DRYCLEAN SOUTH COAST:

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	314083
Permit Number:	D97943
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	343157
Permit Number:	F16073
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	468368
Permit Number:	F90534
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156

Name:	KING CLEANERS
Address:	2103 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	108194
Application Number:	504186

KING CLEANERS (Continued) **S121693747**

Permit Number:	G6409
Status:	I
Representative Name:	MIGUEL MENDOZA
Representative Telephone:	323 2511816
Permit Status:	INACTIVE
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.39001465
UTM North:	3771.2910156

E28 **ENCORE CLEANERS** **EDR Hist Cleaner** **1018570472**
ESE **2103 SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA 90026**
0.103 mi.
543 ft. **Site 8 of 23 in cluster E**

Relative: EDR Hist Cleaner
Lower

Actual:
419 ft.

Year:	Name:	Type:
1979	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1979	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1980	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1982	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1983	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1985	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1986	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1986	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1987	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1987	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1988	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1988	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1989	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1989	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1990	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1990	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1991	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1991	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1992	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1992	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1993	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1993	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1994	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
1994	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1995	ENCORE CLEANERS	Drycleaning Plants, Except Rugs
1995	S & H LAUNDRY	Garment Pressing And Cleaners' Agents
2002	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2003	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2004	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2005	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2006	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2007	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2008	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2009	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2010	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2011	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2012	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC

ENCORE CLEANERS (Continued) **1018570472**

2013	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC
2014	KING CLEANERS	Drycleaning Plants, Except Rugs, NEC

E29
ESE
< 1/8
0.103 mi.
543 ft.

KING CLEANER
2103 SUNSET BLVD
LOS ANGELES, CA 90026

RCRA-SQG **1000231717**
HAZNET **CAD982041519**

Site 9 of 23 in cluster E

Relative:
Lower

Actual:
419 ft.

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	KING CLEANER
Facility address:	2103 SUNSET BLVD LOS ANGELES, CA 90026
EPA ID:	CAD982041519
Mailing address:	SUNSET BLVD LOS ANGELES, CA 90026
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	GRACE MONTES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

KING CLEANER (Continued) **1000231717**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

HAZNET:

Name:	KING CLEANER
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2000
GEPAID:	CAD982041519
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Tons:	0.1459
CA Waste Code:	741-Liquids with halogenated organic compounds >= 1,000 Mg./L
Method:	R01-Recycler
Facility County:	Los Angeles

E30 **S&H DRY CLEANERS** **RCRA-SQG** **1000111249**
ESE **2103 SUNSET BLVD** **FINDS** **CAD981625916**
< 1/8 **LOS ANGELES, CA 90026** **ECHO**
0.103 mi. **HAZNET**
543 ft. **Site 10 of 23 in cluster E**

Relative:
Lower

Actual:
419 ft.

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	S&H DRY CLEANERS
Facility address:	2103 SUNSET BLVD LOS ANGELES, CA 90026
EPA ID:	CAD981625916
Mailing address:	SUNSET BLVD LOS ANGELES, CA 90026
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported

S&H DRY CLEANERS (Continued) **1000111249**

EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: JANIER GARCIA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

S&H DRY CLEANERS (Continued) **1000111249**

Evaluation Action Summary:

Evaluation date:	1993-08-27 00:00:00.0
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation:	Not reported
Date achieved compliance:	Not reported
Evaluation lead agency:	State Contractor/Grantee

FINDS:

Registry ID: 110009543075

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000111249
Registry ID:	110009543075
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110009543075

HAZNET:

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--
Mailing Name:	Not reported
Mailing Address:	2103 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263124
Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	R01-Recycler
Facility County:	Los Angeles

Name:	S&H DRY CLEANERS
Address:	2103 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAD981625916
Contact:	--
Telephone:	--

S&H DRY CLEANERS (Continued) **1000111249**

Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: 0.125
CA Waste Code: 211-Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)
Method: R01-Recycler
Facility County: Los Angeles

Name: S&H DRY CLEANERS
Address: 2103 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2005
GEPAID: CAD981625916
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: Not reported
CA Waste Code: 213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method: -
Facility County: Los Angeles

Name: S&H DRY CLEANERS
Address: 2103 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2005
GEPAID: CAD981625916
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124
Gen County: Los Angeles
TSD EPA ID: NVR000076158
TSD County: 99
Tons: Not reported
CA Waste Code: -
Method: -
Facility County: Los Angeles

Name: S&H DRY CLEANERS
Address: 2103 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2005
GEPAID: CAD981625916
Contact: --
Telephone: --
Mailing Name: Not reported
Mailing Address: 2103 W SUNSET BLVD
Mailing City,St,Zip: LOS ANGELES, CA 900263124

S&H DRY CLEANERS (Continued) **1000111249**

Gen County:	Los Angeles
TSD EPA ID:	NVR000076158
TSD County:	99
Tons:	Not reported
CA Waste Code:	-
Method:	R01-Recycler
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
11 additional CA_HAZNET: record(s) in the EDR Site Report.

D31 **WESTLING M R** **EDR Hist Auto** **1009078492**
SE **1035 N ALVARADO ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.103 mi.
545 ft. **Site 5 of 9 in cluster D**

Relative: EDR Hist Auto
Lower

Actual:
422 ft.

Year:	Name:	Type:
1929	WESTLING M R	AUTOMOBILE REPAIRING AND SERVICE STATIONS

E32 **CARTER J T** **EDR Hist Auto** **1009079119**
ESE **2101 S SUNSET BLVD** **N/A**
< 1/8 **LOS ANGELES, CA**
0.105 mi.
555 ft. **Site 11 of 23 in cluster E**

Relative: EDR Hist Auto
Lower

Actual:
419 ft.

Year:	Name:	Type:
1924	STIEBEL H J	AUTOMOBILE SERVICE STATIONS
1929	CARTER J T	GASOLINE AND OIL SERVICE STATION

D33 **CENTRAL REGION ES #14** **ENVIROSTOR** **S107736108**
SSE **2115 MARATHON STREET** **SCH** **N/A**
< 1/8 **LOS ANGELES, CA 90026** **CERS**
0.105 mi.
556 ft. **Site 6 of 9 in cluster D**

Relative: ENVIROSTOR:
Lower

Actual:
400 ft.

Name:	CENTRAL REGION ES #14
Address:	2115 MARATHON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60000074
Status:	Certified
Status Date:	02/04/2010
Site Code:	304496
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	3.35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Angela Garcia

CENTRAL REGION ES #14 (Continued) **S107736108**

Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 51
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.0764
Longitude: -118.265
APN: NONE SPECIFIED
Past Use: RESIDENTIAL AREA
Potential COC: Benzene Lead Tetrachloroethylene (PCE Chloroform
Confirmed COC: 30003-NO 30022-NO 30136-NO Lead
Potential Description: SOIL
Alias Name: LAUSD-PRPSD CENTRAL REGION ES #14 SITE
Alias Type: Alternate Name
Alias Name: 110033619403
Alias Type: EPA (FRS #)
Alias Name: 304496
Alias Type: Project Code (Site Code)
Alias Name: 60000074
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/26/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/15/2007
Comments: NOE was drafted prior to start of public comment period

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/08/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/10/2005
Comments: SSI for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan

CENTRAL REGION ES #14 (Continued) **S107736108**

Completed Date: 02/08/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/23/2006
Comments: DTSC approved SSI with no further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/30/2006
Comments: DTSC issued a Further Action determination based on the Supplemental Site Investigation report. DTSC requested removal of lead contaminated soil

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 08/09/2006
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/15/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 04/23/2007
Comments: Approved the fact sheet and public notice for public comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 04/20/2007
Comments: Approved the Fact sheet and public notice for public comment period from April 26, 2007 through May 25, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification

CENTRAL REGION ES #14 (Continued) **S107736108**

Completed Date:	11/19/2009
Comments:	DTSC certified that response action according to the DTSC-approved RAW is complete.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	11/19/2009
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	CENTRAL REGION ES #14
Address:	2115 MARATHON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60000074
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.35
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Angela Garcia
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304496
Assembly:	51
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	02/04/2010
Restricted Use:	NO
Funding:	School District
Latitude:	34.0764
Longitude:	-118.265
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Benzene, Lead, Tetrachloroethylene (PCE, Chloroform
Confirmed COC:	30003-NO, 30022-NO, 30136-NO, Lead
Potential Description:	SOIL
Alias Name:	LAUSD-PRPSD CENTRAL REGION ES #14 SITE
Alias Type:	Alternate Name
Alias Name:	110033619403
Alias Type:	EPA (FRS #)
Alias Name:	304496

CENTRAL REGION ES #14 (Continued) **S107736108**

Alias Type: Project Code (Site Code)
Alias Name: 60000074
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 06/26/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 06/15/2007
Comments: NOE was drafted prior to start of public comment period

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 04/08/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/10/2005
Comments: SSI for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 02/08/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/23/2006
Comments: DTSC approved SSI with no further action determination

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 10/30/2006
Comments: DTSC issued a Further Action determination based on the Supplemental Site Investigation report. DTSC requested removal of lead contaminated soil

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request

CENTRAL REGION ES #14 (Continued) **S107736108**

Completed Date: 08/09/2006
Comments: Approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 06/15/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 04/23/2007
Comments: Approved the fact sheet and public notice for public comment period.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 04/20/2007
Comments: Approved the Fact sheet and public notice for public comment period from April 26, 2007 through May 25, 2007.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 04/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/21/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 11/19/2009
Comments: DTSC certified that response action according to the DTSC-approved RAW is complete.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 11/19/2009
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CENTRAL REGION ES #14 (Continued) **S107736108**

CERS:

Name:	CENTRAL REGION ES #1
Address:	2115 MARATHON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	335909
CERS ID:	60000074
CERS Description:	School Cleanup

Affiliation:

Affiliation Type Desc:	Lead Project Manager
Entity Name:	ANGELA GARCIA
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	COMMERCE
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Supervisor
Entity Name:	SHAHIR HADDAD
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

E34 **UST** **U004308137**
ESE **SUNSET & ALVARADO** **N/A**
< 1/8 **LOS ANGELES, CA**
0.108 mi.
570 ft. **Site 12 of 23 in cluster E**

Relative:
Lower

Actual:
418 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	SUNSET & ALVARADO
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

D35 **ROBINSON L J** **EDR Hist Cleaner** **1009189303**
SE **1031 N ALVARADO ST** **N/A**
< 1/8 **LOS ANGELES, CA**
0.108 mi.
571 ft. **Site 7 of 9 in cluster D**

Relative:
Lower

Actual:
422 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1942	ROBINSON L J	LAUNDRIES HAND

D36 SE < 1/8 0.111 mi. 584 ft. — **MARINO R C**, **1049 N ALVARADO ST**, **LOS ANGELES, CA** — **EDR Hist Cleaner** — **1009190486** / **N/A**

Site 8 of 9 in cluster D

Relative: Lower
Actual: 424 ft.

EDR Hist Cleaner

Year:	Name:	Type:
1933	MARINO R C	CLOTHES PRESSERS AND CLEANERS

D37 SSE < 1/8 0.116 mi. 613 ft. — **LOPEZ TIRES, INC**, **1011 N ALVARADO ST**, **LOS ANGELES, CA 90026** — **HAZNET**, **HAZMAT** — **S112947267** / **N/A**

Site 9 of 9 in cluster D

Relative: Lower
Actual: 420 ft.

HAZNET:

Name:	LAUSD- CENTRAL REGION ES 14
Address:	1011 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2005
GEPAID:	CAC002593252
Contact:	SOE AUNG
Telephone:	2132413199
Mailing Name:	Not reported
Mailing Address:	333 S BEAUDRY AVE
Mailing City,St,Zip:	LOS ANGELES, CA 90017
Gen County:	Los Angeles
TSD EPA ID:	CAD008302903
TSD County:	Los Angeles
Tons:	0.0375
CA Waste Code:	611-Contaminated soil from site clean-up
Method:	H01-Transfer Station
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	LOPEZ TIRES, INC
Address:	1011 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0015243
Last Run Date:	06/01/2019
Status:	INACTIVE

E38 ESE 1/8-1/4 0.131 mi. 690 ft. — **SUNSET EAST CAR WASH**, **2028 W SUNSET BLVD**, **LOS ANGELES, CA 90026** — **SWEEPS UST**, **CA FID UST**, **HAZNET**, **HAZMAT** — **S101583198** / **N/A**

Site 13 of 23 in cluster E

Relative: Lower
Actual: 422 ft.

SWEEPS UST:

Name:	SUNSET EAST CAR WASH
Address:	2028 W SUNSET BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	4020
Number:	Not reported
Board Of Equalization:	Not reported

SUNSET EAST CAR WASH (Continued) **S101583198**

Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19003035
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134840821
Mail To:	Not reported
Mailing Address:	2028 W SUNSET BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

HAZNET:

Name:	SUNSET CAR WASH
Address:	2028 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900263123
Year:	2015
GEPAID:	CAC002816820
Contact:	ANTONIO LEE
Telephone:	2133695552
Mailing Name:	Not reported
Mailing Address:	2028 W SUNSET BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 900263123
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	0.546
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	SUNSET EAST CAR WASH
Address:	2028 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026

SUNSET EAST CAR WASH (Continued) **S101583198**

Facility ID: FA0009635
Last Run Date: 06/01/2019
Status: INACTIVE

E39
ESE
1/8-1/4
0.131 mi.
690 ft.

SUNSET EAST CAR WASH **UST** **U004306040**
2028 W SUNSET BLVD **N/A**
LOS ANGELES, CA 90026

Site 14 of 23 in cluster E

Relative:
Lower

Actual:
422 ft.

LOS ANGELES UST:
Name: SUNSET EAST CAR WASH
Address: 2028 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0009635
Last Run Date: 06/03/2019
Status: INACTIVE

E40
ESE
1/8-1/4
0.131 mi.
690 ft.

SUNSET CAR WASH **RCRA NonGen / NLR** **1024827286**
2028 W SUNSET BLVD **CAL000356499**
LOS ANGELES, CA 90026

Site 15 of 23 in cluster E

Relative:
Lower

Actual:
422 ft.

RCRA NonGen / NLR:
Date form received by agency: 2010-09-03 00:00:00.0
Facility name: SUNSET CAR WASH
Facility address: 2028 W SUNSET BLVD
LOS ANGELES, CA 90026-3123
EPA ID: CAL000356499
Contact: PHILLIP LEE
Contact address: 2028 W SUNSET BLVD
LOS ANGELES, CA 90026
Contact country: Not reported
Contact telephone: 213-353-4600
Contact email: 2028SUNSET@GMAIL.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: PHILLIP LEE
Owner/operator address: 2028 W SUNSET BLVD
LOS ANGELES, CA 90026
Owner/operator country: Not reported
Owner/operator telephone: 213-353-4600
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SUNSET CAR WASH LLC
Owner/operator address: 2028 W SUNSET BLVD

SUNSET CAR WASH (Continued) **1024827286**

LOS ANGELES, CA 90026
Owner/operator country: Not reported
Owner/operator telephone: 213-353-4600
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

E41 **SUNSET CARWASH** **LUST** **S101297267**
ESE **2028 SUNSET BLVD** **Cortese** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026** **HIST CORTESE**
0.131 mi. **CERS**
690 ft. **Site 16 of 23 in cluster E**

Relative:
Lower

Actual:
422 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900260152
Status: Pollution Characterization
Substance: Hydrocarbons
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700718
W Global ID: W0603700547
Staff: MB
Local Agency: 19050
Cross Street: ALVARADO ST
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 1/29/1991
Date Leak Record Entered: 2/19/1991
Date Confirmation Began: 10/23/1989
Date Leak Stopped: Not reported

SUNSET CARWASH (Continued) **S101297267**

Date Case Last Changed on Database:	6/27/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	OM
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	OLD CASE #022191-04
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1135.3542206741819671411482008
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	8/23/1990
Pollution Characterization Began:	1/7/1991
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	4/27/1999
Hist Max MTBE Conc in Groundwater:	5495
Hist Max MTBE Conc in Soil:	.6
Significant Interim Remedial Action Taken:	No
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ROGER SONG
RP Address:	5725 CRESTVILLE
Program:	LUST
Lat/Long:	34.0776327 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	LA FOREBAY, TANKS REMOVED 1990, ESTGW FLO SW. #2772E LOC. 2 MI.E.; 6/15/99 SUBSURFACE INVESTIGATION REPORT

LUST:

Name:	SUNSET CARWASH
Address:	2028 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700718
Global Id:	T0603700718
Latitude:	34.0773461108236
Longitude:	-118.26313318109
Status:	Open - Remediation
Status Date:	07/16/2008
Case Worker:	MB
RB Case Number:	900260152
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply

SUNSET CARWASH (Continued) **S101297267**

Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

LUST:
Global Id: T0603700718
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700718
Contact Type: Regional Board Caseworker
Contact Name: MAGDY BAIADY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

LUST:
Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 08/15/2011
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 08/16/2017
Action: Well Installation Report

SUNSET CARWASH (Continued) **S101297267**

Global Id: T0603700718
Action Type: RESPONSE
Date: 02/15/2018
Action: Pilot Study / Treatability Workplan

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/17/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/17/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/17/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/17/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: REMEDIATION
Date: 01/29/2009
Action: Dual Phase Extraction

Global Id: T0603700718
Action Type: REMEDIATION
Date: 01/29/2009
Action: Dual Phase Extraction

Global Id: T0603700718
Action Type: REMEDIATION
Date: 05/01/2006
Action: Free Product Removal

Global Id: T0603700718
Action Type: Other

SUNSET CARWASH (Continued) **S101297267**

Date: 01/29/1991
Action: Leak Reported

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/26/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 03/18/2008
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/16/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/23/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 08/22/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 12/03/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/12/2012
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 03/29/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 07/23/2008
Action: Staff Letter

SUNSET CARWASH (Continued) **S101297267**

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/06/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/15/2010
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/23/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 10/17/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 05/09/2016
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: RESPONSE
Date: 06/26/2009
Action: Well Installation Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 06/08/2007
Action: Interim Remedial Action Plan

Global Id: T0603700718
Action Type: RESPONSE

SUNSET CARWASH (Continued) **S101297267**

Date: 10/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/19/2013
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/04/2013
Action: Site Assessment Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 02/21/2014
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/27/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603700718
Action Type: RESPONSE
Date: 05/27/2009
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2009
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

SUNSET CARWASH (Continued) **S101297267**

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2010
Action: Remedial Progress Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 03/27/2015
Action: Interim Remedial Action Plan

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 03/30/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 08/13/2009
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700718
Action Type: RESPONSE
Date: 06/26/2009
Action: Pilot Study/ Treatability Report

Global Id: T0603700718
Action Type: RESPONSE
Date: 01/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 06/16/2011
Action: Staff Letter

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 04/23/2012
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700718
Action Type: RESPONSE
Date: 11/06/2015
Action: Site Assessment Report

Global Id: T0603700718
Action Type: ENFORCEMENT
Date: 05/25/2005
Action: * No Action

Global Id: T0603700718
Action Type: ENFORCEMENT

SUNSET CARWASH (Continued) **S101297267**

Date: 04/23/2015
Action: Staff Letter

Global Id: T0603700718
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700718
Action Type: RESPONSE
Date: 04/15/2011
Action: Remedial Progress Report

LUST:
Global Id: T0603700718
Status: Open - Case Begin Date
Status Date: 10/23/1989

Global Id: T0603700718
Status: Open - Site Assessment
Status Date: 10/23/1989

Global Id: T0603700718
Status: Open - Site Assessment
Status Date: 08/23/1990

Global Id: T0603700718
Status: Open - Site Assessment
Status Date: 01/07/1991

Global Id: T0603700718
Status: Open - Remediation
Status Date: 05/09/2006

Global Id: T0603700718
Status: Open - Remediation
Status Date: 05/19/2008

Global Id: T0603700718
Status: Open - Remediation
Status Date: 07/16/2008

CORTESE:
Name: SUNSET CARWASH
Address: 2028 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0603700718
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: OPEN - REMEDIATION
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported

SUNSET CARWASH (Continued) **S101297267**

Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	SUNSET CARWASH
edr_fadd1:	2028 SUNSET
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260152

CERS:

Name:	SUNSET CARWASH
Address:	2028 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	246368
CERS ID:	T0603700718
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MAGDY BAIADY - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766699

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

F42 SE 1/8-1/4 0.131 mi. 693 ft. | **GEORGE & ALICE GRAZZIANI** | **HAZMAT** | **S123546432** | **N/A**
1000 N ALVARADO ST
LOS ANGELES, CA 90029

Site 1 of 4 in cluster F

Relative: Lower
Actual: 428 ft.

LOS ANGELES HM:

Name:	GEORGE & ALICE GRAZZIANI
Address:	1000 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90029
Facility ID:	FA0015741
Last Run Date:	06/01/2019
Status:	INACTIVE

F43 SE 1/8-1/4 0.133 mi. 702 ft. | **W. SERVICE** | **LUST** | **S101296875**
1016 ALVARADO ST N | **HIST CORTESE** | **N/A**
LOS ANGELES, CA 90026 | **CERS**

Site 2 of 4 in cluster F

Relative: Lower
Actual: 431 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260161
Status:	Pollution Characterization
Substance:	Hydrocarbons
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	Remove Free Product
Global ID:	T0603700719
W Global ID:	W0603700547
Staff:	MB
Local Agency:	19050
Cross Street:	Not reported
Enforcement Type:	SEL
Date Leak Discovered:	Not reported
Date Leak First Reported:	9/12/1990
Date Leak Record Entered:	12/13/1990
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	7/31/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	Spill
Leak Source:	Tank
Operator:	Not reported
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	722.3154847862413860448827890 2
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	9/12/1990
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	11/26/1996
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported

W. SERVICE (Continued) **S101296875**

Historical Max MTBE Date:	3/19/2002
Hist Max MTBE Conc in Groundwater:	1000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	<
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	WALTER KURTIN
RP Address:	1016 N. ALVARADO
Program:	LUST
Lat/Long:	34.0765368 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	#27772 LOCATED 2 MILES E. GW AT 30'BGS. ; 10/17/97 - LOC FOR 1QMR, GW AT SITE FLOWS E. RP GRANTED REPEATED EXTENSIONS.; 9/28/00 WELL INSTALL. & 3RD QTR GW MON RPT; 12/6/00 WP FOR ADDL SOIL AND GW ASSESS; 1/15/01 QTRLY M

LUST:

Name:	W. SERVICE
Address:	1016 ALVARADO ST N
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700719
Global Id:	T0603700719
Latitude:	34.0765368
Longitude:	-118.2639389
Status:	Completed - Case Closed
Status Date:	07/10/2009
Case Worker:	MB
RB Case Number:	900260161
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

LUST:

Global Id:	T0603700719
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700719
Contact Type:	Regional Board Caseworker
Contact Name:	MAGDY BAIADY

W. SERVICE (Continued) **S101296875**

Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mbaiady@waterboards.ca.gov
Phone Number: 2135766699

LUST:

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 11/22/2005
Action: Soil and Water Investigation Report

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: Other
Date: 09/12/1990
Action: Leak Reported

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

W. SERVICE (Continued) **S101296875**

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/07/2009
Action: Request for Closure

Global Id: T0603700719
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: ENFORCEMENT
Date: 07/10/2009
Action: Closure/No Further Action Letter

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: ENFORCEMENT
Date: 01/18/2000
Action: Staff Letter

Global Id: T0603700719
Action Type: RESPONSE

W. SERVICE (Continued) **S101296875**

Date: 10/29/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700719
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

LUST:
Global Id: T0603700719
Status: Open - Case Begin Date
Status Date: 09/12/1990

Global Id: T0603700719
Status: Open - Site Assessment
Status Date: 09/12/1990

Global Id: T0603700719
Status: Open - Site Assessment
Status Date: 11/26/1996

Global Id: T0603700719
Status: Completed - Case Closed
Status Date: 07/10/2009

HIST CORTESE:
edr_fname: W. SERVICE
edr_fadd1: 1016 ALVARADO
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260161

CERS:
Name: W. SERVICE
Address: 1016 ALVARADO ST N
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 237920
CERS ID: T0603700719
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF

W. SERVICE (Continued) **S101296875**

Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MAGDY BAIADY - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766699

F44 **W SERVICE** **HAZNET** **S113040240**
SE **1016 N ALVARADO ST** **HAZMAT** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.133 mi.
702 ft. **Site 3 of 4 in cluster F**

Relative:
Lower

Actual:
431 ft.

HAZNET:

Name:	W SERVICE
Address:	1016 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2008
GEPAID:	CAL000046102
Contact:	WALTER KURTIN OWNER
Telephone:	2134837873
Mailing Name:	Not reported
Mailing Address:	1016 N ALVARADO ST
Mailing City,St,Zip:	LOS ANGELES, CA 900260000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	1.5792
CA Waste Code:	134-Aqueous solution with total organic residues less than 10 percent
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

Name:	W SERVICE
Address:	1016 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2007
GEPAID:	CAL000046102
Contact:	WALTER KURTIN OWNER
Telephone:	2134837873
Mailing Name:	Not reported
Mailing Address:	1016 N ALVARADO ST
Mailing City,St,Zip:	LOS ANGELES, CA 900260000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles

W SERVICE (Continued) **S113040240**

Tons: 1.5582
CA Waste Code: 134-Aqueous solution with total organic residues less than 10 percent
Method: H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Los Angeles

Name: W SERVICE
Address: 1016 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900260000
Year: 2000
GEPAID: CAL000046102
Contact: WALTER KURTIN OWNER
Telephone: 2134837873
Mailing Name: Not reported
Mailing Address: 1016 N ALVARADO ST
Mailing City,St,Zip: LOS ANGELES, CA 900260000
Gen County: Los Angeles
TSD EPA ID: CAD028409019
TSD County: Los Angeles
Tons: 0.1251
CA Waste Code: 213-Hydrocarbon solvents (benzene, hexane, Stoddard, Etc.)
Method: T01-Treatment, Tank
Facility County: Los Angeles

Name: W SERVICE
Address: 1016 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900260000
Year: 1998
GEPAID: CAL000046102
Contact: WALTER KURTIN OWNER
Telephone: 2134837873
Mailing Name: Not reported
Mailing Address: 1016 N ALVARADO ST
Mailing City,St,Zip: LOS ANGELES, CA 900260000
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Tons: 0.168
CA Waste Code: 135-Unspecified aqueous solution
Method: R01-Recycler
Facility County: Los Angeles

LOS ANGELES HM:
Name: W SERVICE
Address: 1016 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0004256
Last Run Date: 06/01/2019
Status: INACTIVE

F45 SE 1/8-1/4 0.133 mi. 702 ft. | **W. SERVICE**
1016 N ALVARADO ST
LOS ANGELES, CA 90026
Site 4 of 4 in cluster F | **SWEEPS UST**
CA FID UST | **S101583168**
N/A

Relative: Lower
Actual: 431 ft.

SWEEPS UST:

Name:	W. SERVICE
Address:	1016 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7530
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19002912
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134837873
Mail To:	Not reported
Mailing Address:	1016 N ALVARADO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

E46 East 1/8-1/4 0.141 mi. 746 ft. | **SUNSET PETROL INC.**
2035 W SUNSET BLVD
LOS ANGELES, CA 90026
Site 17 of 23 in cluster E | **UST** | **U003938936**
N/A

Relative: Lower
Actual: 416 ft.

UST:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	Not reported
Permitting Agency:	Los Angeles City Fire Department
Latitude:	34.078

SUNSET PETROL INC. (Continued) **U003938936**

Longitude: -118.2628

Name: CHEVRON STATION #9-0953
Address: 2035 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 23758
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.079361
Longitude: -118.2613655

LOS ANGELES UST:
Name: SUNSET 76
Address: 2035 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0020098
Last Run Date: 06/01/2019
Status: ACTIVE

E47 **SUNSET PETROL** **RCRA NonGen / NLR** **1024849390**
East **2035 W SUNSET BLVD** **CAL000405985**
1/8-1/4 **LOS ANGELES, CA 90026**
0.141 mi.
746 ft. **Site 18 of 23 in cluster E**

Relative:
Lower

Actual:
416 ft.

RCRA NonGen / NLR:
Date form received by agency: 2015-04-13 00:00:00.0
Facility name: SUNSET PETROL
Facility address: 2035 W SUNSET BLVD
LOS ANGELES, CA 90026
EPA ID: CAL000405985
Mailing address: 3070 GLENDALE BLVD
LOS ANGELES, CA 90039-0000
Contact: VLAD VARDANIAN/PRES
Contact address: 3070 GLENDALE BLVD
LOS ANGELES, CA 90039
Contact country: Not reported
Contact telephone: 818-237-6262
Contact email: GLENPETROL@GMAIL.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: VARDANIAN STATIONS
Owner/operator address: 3070 GLENDALE BLVD
LOS ANGELES, CA 90039
Owner/operator country: Not reported
Owner/operator telephone: 323-662-0501
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: VLAD VARDANIAN/PRES

SUNSET PETROL (Continued) **1024849390**

Owner/operator address:	3070 GLENDALE BLVD LOS ANGELES, CA 90039
Owner/operator country:	Not reported
Owner/operator telephone:	818-237-6262
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

E48 **90953** **HIST UST** **U001561145**
East **2035 W SUNSET BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.141 mi.
746 ft. **Site 19 of 23 in cluster E**

Relative:
Lower

Actual:
416 ft.

HIST UST:

Name:	90953
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	00026C35
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026C35.pdf
Region:	STATE
Facility ID:	00000061952
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	CACERES,VICTOR
Telephone:	2134848608
Owner Name:	CHEVRON U.S.A. INC.
Owner Address:	575 MARKET
Owner City,St,Zip:	SAN FRANCISCO, CA 94105
Total Tanks:	0004
Tank Num:	001
Container Num:	1
Year Installed:	1968
Tank Capacity:	00005000

90953 (Continued) **U001561145**

Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	2
Year Installed:	1968
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	3
Year Installed:	1968
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	0000250
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	4
Year Installed:	1968
Tank Capacity:	00001000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	0000130
Leak Detection:	Stock Inventor

Click here for Geo Tracker PDF:

E49 **CACERES CHEVRON** **HIST UST** **U001561149**
East **2035 W SUNSET BLVD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026**
0.141 mi.
746 ft. **Site 20 of 23 in cluster E**

Relative:
Lower

Actual:
416 ft.

HIST UST:

Name:	CACERES CHEVRON
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000051058
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	VICTOR CACERES
Telephone:	2134848608
Owner Name:	VICTOR M. CACERES
Owner Address:	419 N. SAN GABRIEL BLVD.
Owner City,St,Zip:	SAN GABRIEL, CA 91775
Total Tanks:	0004
Tank Num:	001

CACERES CHEVRON (Continued) **U001561149**

Container Num:	003
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	002
Container Num:	001
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	004
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	004
Container Num:	002
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

E50
East
1/8-1/4
0.141 mi.
746 ft.

Relative:
Lower

Actual:
416 ft.

CACERES CHEVRON
2035 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 21 of 23 in cluster E

CERS HAZ WASTE
SWEEPS UST
HIST UST
CERS TANKS
CA FID UST
HAZMAT
CERS

S101617297
N/A

CERS HAZ WASTE:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	79215
CERS ID:	10247443
CERS Description:	Hazardous Waste Generator

SWEEPS UST:

Name:	CACERES CHEVRON
Address:	2035 W SUNSET BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	2898

CACERES CHEVRON (Continued) **S101617297**

Number:	9
Board Of Equalization:	44-012625
Referral Date:	05-05-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002898-000001
Tank Status:	A
Capacity:	9942
Active Date:	10-21-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	4

Name:	CACERES CHEVRON
Address:	2035 W SUNSET BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	2898
Number:	9
Board Of Equalization:	44-012625
Referral Date:	05-05-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002898-000002
Tank Status:	A
Capacity:	9942
Active Date:	10-21-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	CACERES CHEVRON
Address:	2035 W SUNSET BLVD
City:	LOS ANGELES
Status:	Active
Comp Number:	2898
Number:	9
Board Of Equalization:	44-012625
Referral Date:	05-05-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002898-000003
Tank Status:	A
Capacity:	9942
Active Date:	10-21-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Name:	CACERES CHEVRON
Address:	2035 W SUNSET BLVD

CACERES CHEVRON (Continued) **S101617297**

City:	LOS ANGELES
Status:	Active
Comp Number:	2898
Number:	9
Board Of Equalization:	44-012625
Referral Date:	05-05-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002898-000004
Tank Status:	A
Capacity:	9942
Active Date:	10-21-92
Tank Use:	OIL
STG:	W
Content:	WASTE OIL
Number Of Tanks:	Not reported

HIST UST:

Name:	CACERES CHEVRON
Address:	2035 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	0002857C
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002857C.pdf
Region:	Not reported
Facility ID:	Not reported
Facility Type:	Not reported
Other Type:	Not reported
Contact Name:	Not reported
Telephone:	Not reported
Owner Name:	Not reported
Owner Address:	Not reported
Owner City,St,Zip:	Not reported
Total Tanks:	Not reported
Tank Num:	Not reported
Container Num:	Not reported
Year Installed:	Not reported
Tank Capacity:	Not reported
Tank Used for:	Not reported
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Click here for Geo Tracker PDF:

CERS TANKS:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	79215
CERS ID:	10247443
CERS Description:	Underground Storage Tank

CA FID UST:

Facility ID:	19006868

CACERES CHEVRON (Continued) **S101617297**

Regulated By:	UTNKA
Regulated ID:	00051058
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134848608
Mail To:	Not reported
Mailing Address:	419 N SAN GABRIEL BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

LOS ANGELES HM:

Name:	SUNSET 76
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0020098
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	SUNSET PETROL INC.
Address:	2035 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	79215
CERS ID:	10247443
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	79215
Site Name:	SUNSET PETROL INC.
Violation Date:	10-05-2017
Citation:	HSC 6.7 25290.1(c)(3), 25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3), 25290.2(c)(3)
Violation Description:	Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003 and before July 1, 2004, or on or after July 1, 2004.
Violation Notes:	Returned to compliance on 10/05/2017. Observation: Small amount of liquid in sumps, not enough to generate an alarm, all sensor at appropriate locations to detect alarm at earliest moment. Corrective Action: water was removed from sumps by tester.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Site ID:	79215
Site Name:	SUNSET PETROL INC.
Violation Date:	10-12-2016
Citation:	HSC 6.7 25290.1(c)(3), 25290.2(c)(3) - California Health and Safety Code, Chapter 6.7, Section(s) 25290.1(c)(3), 25290.2(c)(3)
Violation Description:	Failure to keep water out of the secondary containment of UST systems installed on or after July 1, 2003 and before July 1, 2004, or on or

CACERES CHEVRON (Continued) **S101617297**

	after July 1, 2004.
Violation Notes:	Returned to compliance on 10/12/2016. OBSERVATION: A SMALL AMOUNT OF LIQUID WAS FOUND IN THE 87 AND DIESEL STP SUMPS UPON OPENING. LIQUID LEVEL WAS NOT ENOUGH TO SEND SYSTEM INTO ALARM. CORRECTIVE ACTION: MAINTAIN ALL SUMPS FREE OF DEBRIS/LIQUID. LIQUID WAS REMOVED AT CONCLUSION OF TESTING. CORRECTED ON SITE.
Violation Division:	Los Angeles City Fire Department
Violation Program:	UST
Violation Source:	CERS

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	01-27-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	SELAM ABAY
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-08-2014
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	05/09/2016 Changed service code 106 to 006 per Royce Long request.FACILITY INSPECTION. REVIEWED UST BOOK. OBSERVED SENSORS PLACED PROPERLY TO DETECT LEAK AT EARLIEST POSSIBLITY. SUMPS AND UDC'S FREE OF LIQUID. VEEDER ROOT NOT IN ALARM
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	04-08-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	WITNESSED LLD TEST BY PETE PISTE PETROLEUM DYNAMICS
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	04-08-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	WITNESSED M/C BY PETE PISTE PETROLEUM DYNAMICS
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	04-08-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	WITNESSED SB TEST BY PETE PISTE PETROLEUM DYNAMICS
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST

CACERES CHEVRON (Continued) **S101617297**

Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-01-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Selam Abay Monitoring system certification was conducted at this time. Monitoring certification was performed by Zarmik Allahdadi of Robertsons testing ICC: 5244319 exp: 1/14/2019 VR: #B36723 exp: 1/11/2019 VMI: #3693 exp: 3/21/2019 Incon: #4021743706 exp: 1/10/2019 Cell (818) 967-0043 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: SUNSET INVESTMENT PETROL LLC Tank Owner/ [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-05-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Craig LAFD, on site this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Selam Abay Monitoring system certification was conducted at this time. Monitoring certification was performed by Tester provided the following certifications: Zarmik Allahdadi of Robertsons testing ICC: 5244319 exp: 1/14/2019 VR: #B36723 exp: 1/11/2019 VMI: #3693 exp: 3/21/2019 Incon: #4021743706 exp: 1/10/2019 The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Property Owner: Sunset Investment [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-10-2018
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Reviewed and attached MC, SB989 and overfill protection testing. No open violations. CERS Not accepted due to tank installation dates not being accurate. Monitor Certification: all components passed. Overfill inspection: Single wall vent lines, flapper listed in CERS as overfill, all 3 flappers passed inspection. Secondary Containment

CACERES CHEVRON (Continued) **S101617297**

testing: All components passed.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-12-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: CONSENT FOR INSPECTION RECEIVED FROM Natnael Lakew, Cashier VERIFIED FACILITY HAS A VALID PERMIT VERIFIED HAZARDOUS MATERIALS INVENTORY AND LOCATION DURING FACILITY WALK THROUGH USED CERS INVENTORY TO CONFIRM INVENTORY ON SITE ENFORCEMENT: NONE
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-12-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Inspector Kurt Corral LAFD, onsite this date to conduct routine inspection of underground storage tank. Consent to enter, inspect and take photographs was given on this date by Natnael Lakew, Cashier. Monitoring system certification was conducted at this time. Monitoring certification was performed by David Simon, ShanCor. Tester provided the following certifications: ICC Tech #8191470 Exp: 12/5/2017 Veeder-root B36208 Exp:3/13/2018 VMI 1758 Exp: The UST monitoring panel showed all functions normal. The monitoring set up and alarm history were provided for review. The sumps and UDCs were opened for inspection and the sensors were observed positioned to detect a leak at the earliest opportunity. The spill buckets were also visually inspected. The Monitoring Plan was compared to the equipment onsite. The operation of the UST system was compared to the conditions of the operating permit. Ensure submittal of monitor certification test results within 30 days [Truncated]
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-14-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Inspection conducted with Maria Khoma.
Eval Division: Los Angeles City Fire Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-14-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: SB989 testing conducted by David Simon of ShanCor. All notes and applicable violations documented on facility inspection report DA7H1FZVJ.
Eval Division: Los Angeles City Fire Department

CACERES CHEVRON (Continued) **S101617297**

Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-26-2013
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	11-26-2013
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	INSPECTED BY MAURICIO N. FLOREZ CONSENT GIVEN BY ELENA PONCE
Eval Division:	Los Angeles County Fire Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	12-20-2017
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Test reports reviewed and attached. All components passed.
Eval Division:	Los Angeles City Fire Department
Eval Program:	UST
Eval Source:	CERS

Coordinates:

Site ID:	79215
Facility Name:	SUNSET PETROL INC.
Env Int Type Code:	HWG
Program ID:	10247443
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.078000
Longitude:	-118.262800

Affiliation:

Affiliation Type Desc:	Identification Signer
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	agent to owner
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	UST Permit Applicant
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	OWNER / OPERATOR
Affiliation Address:	Not reported
Affiliation City:	Not reported

CACERES CHEVRON (Continued) **S101617297**

Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(818) 547-6016

Affiliation Type Desc:	UST Tank Operator
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 484-9918

Affiliation Type Desc:	UST Tank Owner
Entity Name:	SUNSET INVESTMENT PETROL LLC
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(818) 547-6016

Affiliation Type Desc:	Document Preparer
Entity Name:	Dianne Fowler
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

Affiliation Type Desc:	Operator
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(818) 547-6016

Affiliation Type Desc:	Environmental Contact
Entity Name:	VLADIMIR VARDANIAN

CACERES CHEVRON (Continued) **S101617297**

Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

Affiliation Type Desc:	Parent Corporation
Entity Name:	Vardanian Stations
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Legal Owner
Entity Name:	VLADIMIR VARDANIAN
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 484-9918

Affiliation Type Desc:	Property Owner
Entity Name:	SUNSET INVESTMENT PETROL LLC
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 484-9918

Affiliation Type Desc:	UST Property Owner Name
Entity Name:	SUNSET INVESTMENT PETROL LLC
Entity Title:	Not reported
Affiliation Address:	2035 W SUNSET BLVD
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90029
Affiliation Phone:	(818) 547-6016

E51
ESE
1/8-1/4
0.142 mi.
752 ft.

2039 W SUNSET BLVD
LOS ANGELES, CA

Site 22 of 23 in cluster E

UST **U004301005**
N/A

Relative:
Lower

Actual:
415 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2039 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

E52
ESE
1/8-1/4
0.142 mi.
752 ft.

2040 W SUNSET BLVD
LOS ANGELES, CA

Site 23 of 23 in cluster E

UST **U004301009**
N/A

Relative:
Lower

Actual:
417 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2040 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

G53
SSE
1/8-1/4
0.161 mi.
848 ft.

CENTRAL REGION ELEMENTARY SCHOOL NO 14
909 N ALVARADO ST
LOS ANGELES, CA 90026

Site 1 of 5 in cluster G

RCRA-LQG **1010313547**
CAR000174748

Relative:
Lower

Actual:
402 ft.

RCRA-LQG:

Date form received by agency:	2006-06-28 00:00:00.0
Facility name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Facility address:	909 N ALVARADO ST LOS ANGELES, CA 90026
EPA ID:	CAR000174748
Mailing address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact:	SOE AUNG
Contact address:	333 S BEAUDRY AVE LAUSD OEHS 20TH FL LOS ANGELES, CA 90017
Contact country:	US
Contact telephone:	213-241-3904
Contact email:	SOE.AUNG@LAUSD.NET
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1

CENTRAL REGION ELEMENTARY SCHOOL NO 14 (Continued) **1010313547**

kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Owner/operator address:	333 S BEAUDRY AVE LOS ANGELES, CA 90017
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	2006-05-26 00:00:00.0
Owner/Op end date:	Not reported

Owner/operator name:	CENTRAL REGION ELEMENTARY SCHOOL NO 14
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Operator
Owner/Op start date:	2006-05-26 00:00:00.0
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Hazardous Waste Summary:

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

G54
SSE
1/8-1/4
0.161 mi.
848 ft.

BALIAN AUTO SALES
909 N ALVARADO ST
LOS ANGELES, CA 90026

SWEEPS UST
CA FID UST

S101588272
N/A

Site 2 of 5 in cluster G

Relative:
Lower

Actual:
402 ft.

SWEEPS UST:

Name:	BALIAN AUTO SALES
Address:	909 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7570
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19056516
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	909 N ALVARADO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

G55
SSE
1/8-1/4
0.161 mi.
848 ft.

909 N ALVARADO ST
LOS ANGELES, CA

UST

U004304964
N/A

Site 3 of 5 in cluster G

Relative:
Lower

Actual:
402 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	909 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

H56 East 1/8-1/4 0.168 mi. 886 ft. — **PEERLESS HARDWARE INC**, **2011 W SUNSET BLVD**, **LOS ANGELES, CA 90026** — **HAZNET** **S112969937**, **HAZMAT** **N/A**

Site 1 of 3 in cluster H

Relative: Lower

Actual: 415 ft.

HAZNET:

Name:	CITY OF LOS ANGELES GENERAL SERVICES
Address:	2011 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2008
GEPAID:	CAC002629946
Contact:	HELGA MAXWELL
Telephone:	2139783791
Mailing Name:	Not reported
Mailing Address:	111 E 1ST ST RM 600
Mailing City,St,Zip:	LOS ANGELES, CA 90012
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	5.7
CA Waste Code:	221-Waste oil and mixed oil
Method:	H039-Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County:	Los Angeles

LOS ANGELES HM:

Name:	PEERLESS HARDWARE INC
Address:	2011 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009634
Last Run Date:	06/01/2019
Status:	INACTIVE

I57 WNW 1/8-1/4 0.170 mi. 897 ft. — **CARROL AND PETER AUTO CENTER**, **2450 W SUNSET BLVD**, **LOS ANGELES, CA 90026** — **HAZNET** **S112945916**, **HAZMAT** **N/A**

Site 1 of 2 in cluster I

Relative: Lower

Actual: 399 ft.

HAZNET:

Name:	DIG & DAY DESIGN
Address:	2450 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	2005
GEPAID:	CAC002591040
Contact:	JOE DAY EXT 11
Telephone:	3239549084
Mailing Name:	Not reported
Mailing Address:	5727 VENICE BLVD
Mailing City,St,Zip:	LOS ANGELES, CA 90019
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Tons:	1.251
CA Waste Code:	241-Tank bottom waste
Method:	R01-Recycler
Facility County:	Los Angeles

CARROL AND PETER AUTO CENTER (Continued) **S112945916**

LOS ANGELES HM:

Name:	CARROL AND PETER AUTO CENTER
Address:	2450 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0009637
Last Run Date:	06/01/2019
Status:	INACTIVE

H58
East
1/8-1/4
0.178 mi.
938 ft.

PEERLESS HARDWARE INC **HAZMAT** **S123542071**
2005 W SUNSET BLVD SU 3 **N/A**
LOS ANGELES, CA 90026

Site 2 of 3 in cluster H

Relative:
Lower

Actual:
413 ft.

LOS ANGELES HM:

Name:	PEERLESS HARDWARE INC
Address:	2005 W SUNSET BLVD SU 3
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0002341
Last Run Date:	06/01/2019
Status:	INACTIVE

G59
SSE
1/8-1/4
0.182 mi.
962 ft.

PHYSICIANS & SURGEONS LABORATORIES **HAZMAT** **S123546272**
900 N ALVARADO ST **N/A**
LOS ANGELES, CA 90026

Site 4 of 5 in cluster G

Relative:
Lower

Actual:
413 ft.

LOS ANGELES HM:

Name:	PHYSICIANS & SURGEONS LABORATORIES
Address:	900 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0015245
Last Run Date:	06/01/2019
Status:	INACTIVE

60
SW
1/8-1/4
0.183 mi.
966 ft.

AMIGO TRUCKING **RCRA NonGen / NLR** **1007091407**
820 N CORONADO TERR **CAR000149047**
LOS ANGELES, CA 90026

Relative:
Higher

Actual:
450 ft.

RCRA NonGen / NLR:

Date form received by agency:	2003-09-29 00:00:00.0
Facility name:	AMIGO TRUCKING
Facility address:	820 N CORONADO TERR APT 4 LOS ANGELES, CA 90026
EPA ID:	CAR000149047
Contact:	CARLOS A ORELLANA
Contact address:	820 N CORONADO TERR APT 4 LOS ANGELES, CA 90026
Contact country:	US
Contact telephone:	213-484-5486

AMIGO TRUCKING (Continued) **1007091407**

Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	CARLOS A ORELLANA
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	1999-07-15 00:00:00.0
Owner/Op end date:	Not reported

Owner/operator name:	CARLOS A ORELLANA
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	1999-07-15 00:00:00.0
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

I61
WNW
1/8-1/4
0.188 mi.
995 ft.

2510 SUNSET BLVD
LOS ANGELES, CA

Site 2 of 2 in cluster I

UST **U004301512**
N/A

Relative:
Lower

Actual:
390 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2510 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

G62
SSE
1/8-1/4
0.191 mi.
1007 ft.

BALIAN AUTO SALES
822 N ALVARADO ST
LOS ANGELES, CA 90026

Site 5 of 5 in cluster G

SWEEPS UST **S101584312**
CA FID UST **N/A**
HAZMAT

Relative:
Lower

Actual:
403 ft.

SWEEPS UST:

Name:	BALIAN AUTO SALES
Address:	822 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7601
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19010421
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134132966
Mail To:	Not reported
Mailing Address:	822 N ALVARADO
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

BALIAN AUTO SALES (Continued) **S101584312**

LOS ANGELES HM:

Name:	BALIAN AUTO SALES
Address:	822 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0017234
Last Run Date:	06/01/2019
Status:	INACTIVE

J63 **VACANT** **SWEEPS UST** **S101583872**
WNW **2501 W SUNSET BLVD** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 91405**
0.195 mi.
1028 ft. **Site 1 of 3 in cluster J**

Relative:
Lower

Actual:
387 ft.

SWEEPS UST:

Name:	VACANT
Address:	2501 W SUNSET BLVD
City:	LOS ANGELES
Status:	Not reported
Comp Number:	6084
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19006984
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134835006
Mail To:	Not reported
Mailing Address:	2501 W SUNSET BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 914050000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

J64
WNW
1/8-1/4
0.195 mi.
1028 ft.

2501 W SUNSET BLVD
LOS ANGELES, CA

Site 2 of 3 in cluster J

UST **U004301502**
N/A

Relative:
Lower

Actual:
387 ft.

LOS ANGELES UST:

Name:	Not reported
Address:	2501 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA
Facility ID:	Not reported
Last Run Date:	01/01/1900
Status:	HISTORICAL

H65
East
1/8-1/4
0.201 mi.
1062 ft.

VERIZON WIRELESS: LAVETA
2006 1/2 RESERVOIR ST
LOS ANGELES, CA 90026

Site 3 of 3 in cluster H

HAZMAT **S123513661**
CERS **N/A**

Relative:
Lower

Actual:
416 ft.

LOS ANGELES HM:

Name:	VERIZON WIRELESS: LAVETA
Address:	2006 1/2 RESERVOIR ST
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	FA0040043
Last Run Date:	06/01/2019
Status:	ACTIVE

CERS:

Name:	VERIZON WIRELESS: LAVETA
Address:	2006 1/2 RESERVOIR ST
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	368179
CERS ID:	10163177
CERS Description:	Chemical Storage Facilities

Affiliation:

Affiliation Type Desc:	Environmental Contact
Entity Name:	Environmental Compliance
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92618
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	Myrna Allende
Entity Title:	Regulatory Specialist
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	Verizon Wireless
Entity Title:	Not reported

VERIZON WIRELESS: LAVETA (Continued) **S123513661**

Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	92618
Affiliation Phone:	(949) 286-7000

Affiliation Type Desc:	Operator
Entity Name:	Verizon Wireless
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(949) 286-7000

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Document Preparer
Entity Name:	Steve Skanderson, Stantec
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Parent Corporation
Entity Name:	Verizon Wireless [Southern California]
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	15505 Sand Canyon Avenue, MS D-104
Affiliation City:	Irvine
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92618
Affiliation Phone:	Not reported

66 WSW 1/8-1/4 0.216 mi. 1140 ft. | **DELANO PARK**
1511 ERWIN STREET
LOS ANGELES, CA 90026 | **US BROWNFIELDS FINDS** | **1016351148**
N/A

Relative: Lower

Actual: 403 ft.

US BROWNFIELDS:

Name:	DELANO PARK
Address:	1511 ERWIN STREET
City,State,Zip:	LOS ANGELES, CA 90026
Recipient Name:	Los Angeles, City of
Grant Type:	Assessment
Property Number:	Not reported
Parcel size:	Not reported
Latitude:	34.077145
Longitude:	-118.269737
HCM Label:	Not reported
Map Scale:	Not reported
Point of Reference:	Not reported
Highlights:	Not reported
Datum:	Not reported
Acres Property ID:	11456
IC Data Access:	Not reported
Start Date:	12/31/2002 00:00:00
Redev Completition Date:	Not reported
Completed Date:	12/31/2002 00:00:00
Acres Cleaned Up:	Not reported
Cleanup Funding:	Not reported
Cleanup Funding Source:	Not reported
Assessment Funding:	Not reported
Assessment Funding Source:	Not reported
Redevelopment Funding:	Not reported
Redev. Funding Source:	Not reported
Redev. Funding Entity Name:	Not reported
Redevelopment Start Date:	12/31/2002 00:00:00
Assessment Funding Entity:	Not reported
Cleanup Funding Entity:	Not reported
Grant Type:	N/A
Accomplishment Type:	Phase I Environmental Assessment
Accomplishment Count:	0
Cooperative Agreement Number:	98912501
Start Date:	12/31/2002 00:00:00
Ownership Entity:	Not reported
Completion Date:	12/31/2002 00:00:00
Current Owner:	Not reported
Did Owner Change:	Not reported
Cleanup Required:	Y
Video Available:	Not reported
Photo Available:	Not reported
Institutional Controls Required:	Not reported
IC Category Proprietary Controls:	Not reported
IC Cat. Info. Devices:	Not reported
IC Cat. Gov. Controls:	Not reported
IC Cat. Enforcement Permit Tools:	Not reported
IC in place date:	Not reported
IC in place:	U
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported

DELANO PARK (Continued) **1016351148**

Air contaminated:	Not reported
Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Surface Water:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
Nickel Cleaned Up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported

DELANO PARK (Continued) **1016351148**

Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported
Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported
Property Description:	Not reported
Below Poverty Number:	4037
Below Poverty Percent:	23.0%
Meidan Income:	9311
Meidan Income Number:	8549
Meidan Income Percent:	48.7%
Vacant Housing Number:	356
Vacant Housing Percent:	5.5%
Unemployed Number:	1366
Unemployed Percent:	7.8%

FINDS:

Registry ID: 110039532388

Environmental Interest/Information System
US EPA Assessment, Cleanup and Redevelopment Exchange System (ACRES) is an federal online database for Brownfields Grantees to electronically submit data directly to EPA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

67
SSE
1/8-1/4
0.222 mi.
1173 ft.

JAMES COSTELLO
800 N ALVARADO ST
LOS ANGELES, CA 90026

SWEEPS UST **S101584287**
CA FID UST **N/A**

Relative:
Lower

Actual:
400 ft.

SWEEPS UST:

Name:	JAMES COSTELLO
Address:	800 N ALVARADO ST
City:	LOS ANGELES
Status:	Not reported
Comp Number:	7507
Number:	Not reported
Board Of Equalization:	Not reported

JAMES COSTELLO (Continued) **S101584287**

Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19010215
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132503015
Mail To:	Not reported
Mailing Address:	800 N ALVARADO ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900260000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

K68 **VONS STORE #3263** **RCRA NonGen / NLR** **1024873916**
ENE **1342 N ALVARADO ST** **CAL000442569**
1/8-1/4 **LOS ANGELES, CA 90026**
0.230 mi.
1217 ft. **Site 1 of 4 in cluster K**

Relative:
Lower

Actual:
411 ft.

RCRA NonGen / NLR:

Date form received by agency:	2019-01-22 00:00:00.0
Facility name:	VONS STORE #3263
Facility address:	1342 N ALVARADO ST LOS ANGELES, CA 90026
EPA ID:	CAL000442569
Mailing address:	250 E PARKCENTER BLVD BOISE, ID 83706
Contact:	SHARON SANGER
Contact address:	250 E PARKCENTER BLVD BOISE, ID 83706
Contact country:	Not reported
Contact telephone:	208-395-6150
Contact email:	SHARON.SANGER@ALBERTSONS.COM
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

VONS STORE #3263 (Continued) **1024873916**

Owner/Operator Summary:

Owner/operator name:	THE VONS COMPANIES
Owner/operator address:	250 E PARKCENTER BLVD BOISE, ID 83706
Owner/operator country:	Not reported
Owner/operator telephone:	208-395-6150
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	SHARON SANGER
Owner/operator address:	250 E PARKCENTER BLVD BOISE, ID 83706
Owner/operator country:	Not reported
Owner/operator telephone:	208-395-6150
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Other
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

K69 **VONS #3263** **CERS HAZ WASTE** **S113159030**
ENE **1342 N ALVARADO ST** **HAZNET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90026** **HAZMAT**
0.230 mi. **CERS**
1217 ft. **Site 2 of 4 in cluster K**

Relative:
Lower

Actual:
411 ft.

CERS HAZ WASTE:

Name:	3263 THE VONS COMPANIES INC
Address:	1342 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	87283
CERS ID:	10173867

VONS #3263 (Continued) **S113159030**

CERS Description: Hazardous Waste Generator

HAZNET:

Name:	VONS STORE #3263
Address:	1342 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900263129
Year:	2017
GEPAID:	CAL000354016
Contact:	SHARON SANGER
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	250 E PARKCENTER BLVD
Mailing City,St,Zip:	BOISE, ID 837060000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.0475
CA Waste Code:	331-Off-specification, aged or surplus organics
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	VONS STORE #3263
Address:	1342 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900263129
Year:	2017
GEPAID:	CAL000354016
Contact:	SHARON SANGER
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	250 E PARKCENTER BLVD
Mailing City,St,Zip:	BOISE, ID 837060000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.046
CA Waste Code:	214-Unspecified solvent mixture
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County:	Los Angeles

Name:	VONS STORE #3263
Address:	1342 N ALVARADO ST
City,State,Zip:	LOS ANGELES, CA 900263129
Year:	2017
GEPAID:	CAL000354016
Contact:	SHARON SANGER
Telephone:	2083956150
Mailing Name:	Not reported
Mailing Address:	250 E PARKCENTER BLVD
Mailing City,St,Zip:	BOISE, ID 837060000
Gen County:	Los Angeles
TSD EPA ID:	CAD008364432
TSD County:	Los Angeles
Tons:	0.0115
CA Waste Code:	311-Pharmaceutical waste
Method:	H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery

VONS #3263 (Continued) **S113159030**

(H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2016
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD
Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0985
CA Waste Code: 331-Off-specification, aged or surplus organics
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Name: VONS STORE #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 900263129
Year: 2016
GEPAID: CAL000354016
Contact: SHARON SANGER
Telephone: 2083956150
Mailing Name: Not reported
Mailing Address: 250 E PARKCENTER BLVD
Mailing City,St,Zip: BOISE, ID 837060000
Gen County: Los Angeles
TSD EPA ID: CAD008364432
TSD County: Los Angeles
Tons: 0.0645
CA Waste Code: 214-Unspecified solvent mixture
Method: H141-Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
20 additional CA_HAZNET: record(s) in the EDR Site Report.

LOS ANGELES HM:
Name: VONS #3263
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0019385
Last Run Date: 06/01/2019
Status: ACTIVE

CERS:
Name: 3263 THE VONS COMPANIES INC
Address: 1342 N ALVARADO ST
City,State,Zip: LOS ANGELES, CA 90026

VONS #3263 (Continued) **S113159030**

Site ID: 87283
CERS ID: 10173867
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-07-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Retail waste is less than 200 pounds s3263c90@safeway.com
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 04-07-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: UPDATED INFO ON BP-1. ELENA LUGO AS MANAGER. VERIFIED AND INSPECTED INVENTORY ON BP-8 WITH LEAH SANTIAGO, SUPERVISOR. NOTES ON DEIF TO ADD 3 CHEMICALS TO INVENTORY. DELETE 3 OTHERS. ATTACHED CERS SHEET W CHEMICAL INFO. ALSO VERIFIED ELECTRONIC SUBMITTAL IN CERS, ON SITE HMBP AND CUPA PERMIT. NO VIOLATIONS FOUND. EMAILED INSPECTION REPORT ON SITE TO LEAH SANTIAGO
Eval Division: Los Angeles City Fire Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-07-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-29-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Elena Lugo, Store Director
Eval Division: Los Angeles County Fire Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 87283
Facility Name: 3263 The Vons Companies Inc
Env Int Type Code: HWG
Program ID: 10173867
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 34.079780
Longitude: -118.261350

VONS #3263 (Continued) **S113159030**

Affiliation:

Affiliation Type Desc:	Operator
Entity Name:	vons
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 300-6132

Affiliation Type Desc:	Environmental Contact
Entity Name:	mike cliatt
Entity Title:	Not reported
Affiliation Address:	1421 S. Manhattan Ave
Affiliation City:	Fullerton
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92831
Affiliation Phone:	Not reported

Affiliation Type Desc:	Document Preparer
Entity Name:	Mike Cliatt
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1421 S. Manhattan Ave
Affiliation City:	Fullerton
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92831
Affiliation Phone:	Not reported

Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680

Affiliation Type Desc:	Identification Signer
Entity Name:	Mike Cliatt
Entity Title:	Environmental Manager
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported

VONS #3263 (Continued) **S113159030**

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: THE VONS COMPANIES INC
Entity Title: Not reported
Affiliation Address: 1421 Manhattan Ave
Affiliation City: Fullerton
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 92831
Affiliation Phone: (714) 300-6132

Affiliation Type Desc: Parent Corporation
Entity Name: VONS A SAFEWAY COMPANY
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

K70 **VONS STORE #3263** **RCRA NonGen / NLR** **1024826404**
ENE **1342 N ALVARADO ST** **CAL000354016**
1/8-1/4 **LOS ANGELES, CA 90026**
0.230 mi.
1217 ft. **Site 3 of 4 in cluster K**

Relative:
Lower

Actual:
411 ft.

RCRA NonGen / NLR:
Date form received by agency: 2010-06-25 00:00:00.0
Facility name: VONS STORE #3263
Facility address: 1342 N ALVARADO ST
LOS ANGELES, CA 90026-3129
EPA ID: CAL000354016
Mailing address: 250 E PARKCENTER BLVD
BOISE, ID 83706-0000
Contact: SHARON SANGER
Contact address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Contact country: Not reported
Contact telephone: 208-395-6150
Contact email: SHARON.SANGER@SAFEWAY.COM
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: ALBERTSONS COMPANIES
Owner/operator address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Owner/operator country: Not reported
Owner/operator telephone: 208-395-6200
Owner/operator email: Not reported
Owner/operator fax: Not reported

VONS STORE #3263 (Continued) **1024826404**

Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SHARON SANGER
Owner/operator address: 250 E PARKCENTER BLVD
BOISE, ID 83706
Owner/operator country: Not reported
Owner/operator telephone: 208-395-6150
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Other
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

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71 East 1/8-1/4 0.230 mi. 1217 ft.

PARK SUNSET BUILDING
1910 W SUNSET BLVD
LOS ANGELES, CA 90026

CERS HAZ WASTE **S113462468**
HAZMAT **N/A**
CERS

Relative: Lower
Actual: 405 ft.

CERS HAZ WASTE:
Name: PARK SUNSET BUILDING
Address: 1910 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 141708
CERS ID: 10255756
CERS Description: Hazardous Waste Generator

LOS ANGELES HM:
Name: PARK SUNSET BUILDING
Address: 1910 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: FA0031902
Last Run Date: 06/01/2019

PARK SUNSET BUILDING (Continued) **S113462468**

Status: ACTIVE

CERS:
Name: PARK SUNSET BUILDING
Address: 1910 W SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 141708
CERS ID: 10255756
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 04-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes: "NOT ACCEPTED: Effective December 28, 2017, CalEPA has replaced the previously existing five federal hazard categories in CERS with twenty-four new federal hazard categories. The following federal hazard categories are now obsolete ? fire, reactive, pressure release, acute health, chronic health. A review of your submittal has determined that you still have the previous federal categories selected and/or have NOT selected any of the NEW federal hazard categories for your chemical inventory. Please review your hazardous material inventory and complete the following steps: 1) Deselect all of the five obsolete federal hazard categories for all chemical inventory listed under your facility. 2) Update your hazardous material inventory and select all applicable federal hazard categories from the 24 newly listed categories for all chemical inventory stored at your facility. You may refer to Section 2 of a current Safety Data Sheets (SDS) (previously called an MSDS) to determine [Truncated]
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 04-19-2019
Citation: HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description: Failure to complete and electronically submit a site map with all required content.
Violation Notes: NOT ACCEPTED: Create and submit a Site Map in CERS with all the required elements. You can download detailed SITE MAP INSTRUCTIONS in the Hazardous Materials Business Plan (HMBP) Section using the following link https://www.lafd.org/fire-prevention/cupa/documents-forms
Violation Division: Los Angeles City Fire Department
Violation Program: HMRRP
Violation Source: CERS

Site ID: 141708
Site Name: PARK SUNSET BUILDING
Violation Date: 04-19-2019

PARK SUNSET BUILDING (Continued) **S113462468**

Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to establish and electronically submit an adequate emergency response plan and procedures for a release or threatened release of a hazardous material.
Violation Notes:	NOT ACCEPTED: The Emergency Response/Contingency Plan is incomplete. Please review the form and complete ALL sections. You can download the most current CONTINGENCY PLAN form as well as CONTINGENCY PLAN INSTRUCTIONS in the Hazardous Materials Business Plan Section (HMBP) using the following link https://www.lafd.org/fire-prevention/cupa/documents-forms
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	141708
Site Name:	PARK SUNSET BUILDING
Violation Date:	05-05-2016
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 07/18/2019. More recent inspection completed. Newer inspection report and violations supersede previous violations. Previous violations were abated this date
Violation Division:	Los Angeles City Fire Department
Violation Program:	HMRRP
Violation Source:	CERS

Evaluation:

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	04-19-2019
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	"Consent to enter, inspect and take photographs was given by: MONTERROSO, MARIO The Business Activities, Owner/Operator Identification, Hazardous Materials Inventory, Site Map, Emergency Response/Contingency Plan and Employee Training Plan sections were reviewed in CERS and field verified. Review and correct any violations indicated previously in this report, on or before the COMPLY BY date associated with each violation. NOTE: The LAMC, Sections (L.A.M.C. SECTION 57.105.1.4; 57.120.3; 57.121.2 and 57.121.2.1.) requires businesses that store, use or handle hazardous materials in the City of Los Angeles to obtain a Consolidated Permit from the Los Angeles Fire Department CUPA **** Annual submission of a Hazardous Materials Business Plan into CERS is required between January 1 and March 1 of every year. Please remember that any change in inventory of greater than 100 percent will require new submission within 30 days of that change. As a reminder, you must [Truncated]
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS

Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-05-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency

PARK SUNSET BUILDING (Continued) **S113462468**

Eval Notes:	On site for routine hazardous materials and business emergency plan inspection. Consent to enter and inspect was given by (JORGE MARTINEZ - BLD ENGINEER). Observed the facility and inspected hazardous materials storage. Annual employee safety training records were not maintained. Facility has also not electronically disclosed the onsite hazardous materials inventory or submitted a business emergency plan in California Environmental Reporting System (CERS). Please go to https://cersbusiness2.calepa.ca.gov to complete a chemical inventory disclosure and business emergency plan. MISSING SITE MAP
Eval Division:	Los Angeles City Fire Department
Eval Program:	HMRRP
Eval Source:	CERS

Coordinates:

Site ID:	141708
Facility Name:	PARK SUNSET BUILDING
Env Int Type Code:	HWG
Program ID:	10255756
Coord Name:	Not reported
Ref Point Type Desc:	Center of a facility or station.
Latitude:	34.078020
Longitude:	-118.260740

Affiliation:

Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	1910 west sunset Blvd ste 200
Affiliation City:	los angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	Los Angeles City Fire Department
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Room 1780
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90012
Affiliation Phone:	(213) 978-3680
Affiliation Type Desc:	Operator
Entity Name:	roberto gomora
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(213) 435-1921
Affiliation Type Desc:	Parent Corporation
Entity Name:	INTERNATIONAL CHURCH OF THE FOURSQUARE GOSPEL

PARK SUNSET BUILDING (Continued) **S113462468**

Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Document Preparer
Entity Name:	ROBERTO GOMORA
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Identification Signer
Entity Name:	ROBERTO GOMORA
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Legal Owner
Entity Name:	intl.of the fourth square gospel
Entity Title:	Not reported
Affiliation Address:	1910 West sunset blvd
Affiliation City:	los angeles
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	90026
Affiliation Phone:	(213) 989-4500

Affiliation Type Desc:	Environmental Contact
Entity Name:	roberto gomora
Entity Title:	Not reported
Affiliation Address:	1910 west sunset blvd
Affiliation City:	los angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	90026
Affiliation Phone:	Not reported

J72 WNW 1/8-1/4 0.232 mi. 1223 ft. | **FLORES RECYCLING**
2517 W SUNSET BLVD
LOS ANGELES, CA 90026

Site 3 of 3 in cluster J

SWRCY | **S107137019**
N/A

Relative: Lower
Actual: 386 ft.

SWRCY:

Name:	FLORES RECYCLING
Address:	2517 W SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Reg Id:	19339
Cert Id:	RC10405
Mailing Address:	2517 W Sunset Blvd
Mailing City:	Los Angeles
Mailing State:	CA
Mailing Zip Code:	90026
Website:	Not reported
Email:	Not reported
Phone Number:	(213) 413-8535
Rural:	N
Operation Begin Date:	06/03/2000
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Hours of Operation:	Mon - Sat 8:00 am - 5:00 pm; Sun Closed
Organization ID:	19339
Organization Name:	Flores Recycling

K73 ENE 1/4-1/2 0.264 mi. 1396 ft. | **GARCIA PROPERTY**
1400 ALVARADO ST N
ECHO PARK, CA 90026

Site 4 of 4 in cluster K

LUST
HIST CORTESE
CERS

S103064783
N/A

Relative: Lower
Actual: 406 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900260025	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		EDCD
Global ID:	T0603700707	
W Global ID:	W0603700547	
Staff:	JP	
Local Agency:	19050	
Cross Street:	MONTANA ST	
Enforcement Type:	Not reported	
Date Leak Discovered:	2/4/1988	
Date Leak First Reported:		10/4/1988
Date Leak Record Entered:	5/16/1988	
Date Confirmation Began:	4/27/1988	
Date Leak Stopped:	2/4/1988	
Date Case Last Changed on Database:		11/3/1997
Date the Case was Closed:		9/29/1997
How Leak Discovered:	Subsurface Monitoring	

GARCIA PROPERTY (Continued) **S103064783**

How Leak Stopped:	Not reported
Cause of Leak:	Corrosion
Leak Source:	Tank
Operator:	Not reported
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	1860.5233366587444858569510798
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	2/1/1990
Preliminary Site Assessment Began:	11/23/1991
Pollution Characterization Began:	5/25/1993
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	20
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	HENRY GARCIA
RP Address:	P.O. BOX 307, GLENDORA, CA 91740-3436
Program:	LUST
Lat/Long:	34.0805326 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	MCDONALDS PURCHASED THIS ADJACENT PROPERTY FOR PARKING LOT EXPANSION. 4 TANKS WERE REMOVED.

LUST:

Name:	GARCIA PROPERTY
Address:	1400 ALVARADO ST N
City,State,Zip:	ECHO PARK, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700707
Global Id:	T0603700707
Latitude:	34.0805326
Longitude:	-118.2614829
Status:	Completed - Case Closed
Status Date:	09/29/1997
Case Worker:	JP
RB Case Number:	900260025
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

GARCIA PROPERTY (Continued) **S103064783**

LUST:

Global Id:	T0603700707
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700707
Contact Type:	Regional Board Caseworker
Contact Name:	JOSE PEREYRA
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	Not reported
City:	R4 UNKNOWN
Email:	Not reported
Phone Number:	Not reported

LUST:

Global Id:	T0603700707
Action Type:	Other
Date:	02/04/1988
Action:	Leak Stopped

Global Id:	T0603700707
Action Type:	Other
Date:	10/04/1988
Action:	Leak Reported

Global Id:	T0603700707
Action Type:	Other
Date:	02/04/1988
Action:	Leak Discovery

LUST:

Global Id:	T0603700707
Status:	Open - Case Begin Date
Status Date:	02/04/1988

Global Id:	T0603700707
Status:	Open - Site Assessment
Status Date:	04/27/1988

Global Id:	T0603700707
Status:	Open - Site Assessment
Status Date:	02/01/1990

Global Id:	T0603700707
Status:	Open - Site Assessment
Status Date:	11/23/1991

Global Id:	T0603700707
Status:	Open - Site Assessment
Status Date:	05/25/1993

GARCIA PROPERTY (Continued) **S103064783**

Global Id: T0603700707
Status: Completed - Case Closed
Status Date: 09/29/1997

HIST CORTESE:
edr_fname: GARCIA PROPERTY
edr_fadd1: 1400 ALVARADO
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260025

CERS:
Name: GARCIA PROPERTY
Address: 1400 ALVARADO ST N
City,State,Zip: ECHO PARK, CA 90026
Site ID: 228946
CERS ID: T0603700707
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: JOSE PEREYRA - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: R4 UNKNOWN
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

L74 **TOSCO - 76 STATION #0779** **LUST** **S104916127**
East **1340 GLENDALE BLVD** **SWEEPS UST** **N/A**
1/4-1/2 **ECHO PARK, CA 90026** **CERS**
0.316 mi.
1670 ft. **Site 1 of 3 in cluster L**

Relative:
Lower

Actual:
397 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900260198
Status: Case Closed
Substance: Hydrocarbons

TOSCO - 76 STATION #0779 (Continued) **S104916127**

Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Treat
Global ID:	T0603700722	
W Global ID:	W0603700547	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	LAKESHORE	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/24/1991
Date Leak Record Entered:	1/31/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		11/26/1996
Date the Case was Closed:		10/3/1996
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	OLD CASE #013191-02	
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		1968.983604253100878214285514 6
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		12/26/1991
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		1/1/1965
Hist Max MTBE Conc in Groundwater:		3100
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	ENVIRONMENTAL REMEDATION SERV.	
RP Address:	376 S. VALENCIA AVE., BREA CA 92621	
Program:	LUST	
Lat/Long:	34.0789627 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	1900547-001GEN	
Summary:	10/30/96 - 3RD QUARTERLY REPORT WELL ABANDONMENT REPORT	11/26/96 -

SWEEPS UST:

Name:	ANTONIO TKACZUK
Address:	1340 GLENDALE BLVD

TOSCO - 76 STATION #0779 (Continued) **S104916127**

City:	LOS ANGELES
Status:	Active
Comp Number:	8262
Number:	2
Board Of Equalization:	Not reported
Referral Date:	09-23-93
Action Date:	09-23-93
Created Date:	09-23-93
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CERS:

Name:	TOSCO - 76 STATION #0779
Address:	1340 GLENDALE BLVD
City,State,Zip:	ECHO PARK, CA 90026
Site ID:	197099
CERS ID:	T0603700722
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

L75 East 1/4-1/2 0.316 mi. 1670 ft. | **TOSCO - 76 STATION #0779**
1340 GLENDALE BLVD
ECHO PARK, CA 90026

Site 2 of 3 in cluster L

LUST **1000166769**
HIST UST **N/A**

Relative: Lower

Actual: 397 ft.

LUST:

Name:	TOSCO - 76 STATION #0779
Address:	1340 GLENDALE BLVD
City,State,Zip:	ECHO PARK, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700722
Global Id:	T0603700722
Latitude:	34.0789627
Longitude:	-118.2600038
Status:	Completed - Case Closed
Status Date:	10/03/1996
Case Worker:	YR
RB Case Number:	900260198
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Other Solvent or Non-Petroleum Hydrocarbon
Site History:	Not reported

LUST:

Global Id:	T0603700722
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700722
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700722
Action Type:	Other
Date:	01/24/1991
Action:	Leak Reported

LUST:

Global Id:	T0603700722
Status:	Open - Case Begin Date
Status Date:	01/24/1991

Global Id:	T0603700722
Status:	Open - Site Assessment

TOSCO - 76 STATION #0779 (Continued) **1000166769**

Status Date:	12/26/1991
Global Id:	T0603700722
Status:	Completed - Case Closed
Status Date:	10/03/1996

HIST UST:

Name:	SERVICE STATION 0779
Address:	1340 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
File Number:	Not reported
URL:	Not reported
Region:	STATE
Facility ID:	00000003994
Facility Type:	Gas Station
Other Type:	Not reported
Contact Name:	ANTONIO TKACZUK
Telephone:	2134131488
Owner Name:	UNION OIL COMPANY OF CALIFORNI
Owner Address:	3701 WILSHIRE BOULEVARD-SUITE
Owner City,St,Zip:	LOS ANGELES, CA 90010
Total Tanks:	0003
Tank Num:	001
Container Num:	0779-4
Year Installed:	1930
Tank Capacity:	00000280
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10
Tank Num:	002
Container Num:	0779-1
Year Installed:	1962
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10
Tank Num:	003
Container Num:	0779-2
Year Installed:	1962
Tank Capacity:	00007500
Tank Used for:	PRODUCT
Type of Fuel:	PREMIUM
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, Pressure Test, 10

L76 East 1/4-1/2 0.316 mi. 1670 ft. | **76 STATION #0779**
1340 GLENDALE BLVD.
LOS ANGELES, CA 90026

Site 3 of 3 in cluster L

LUST | **S100947407**
HIST CORTESE | **N/A**
CERS

Relative: Lower

Actual: 397 ft.

LUST:

Name:	76 STATION #0779
Address:	1340 GLENDALE BLVD.
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603758404
Global Id:	T0603758404
Latitude:	34.079306
Longitude:	-118.259858
Status:	Completed - Case Closed
Status Date:	03/26/2015
Case Worker:	MT
RB Case Number:	900260198A
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	24432
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603758404
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603758404
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	maryam.taidy@waterboards.ca.gov
Phone Number:	2135766741

LUST:

Global Id:	T0603758404
Action Type:	ENFORCEMENT
Date:	06/06/2006
Action:	Staff Letter

Global Id:	T0603758404
Action Type:	Other
Date:	01/07/1999
Action:	Leak Discovery

Global Id:	T0603758404
Action Type:	RESPONSE

76 STATION #0779 (Continued) **S100947407**

Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/23/2014
Action: Request for Closure - Regulator Responded

Global Id: T0603758404
Action Type: REMEDIATION
Date: 02/01/2004
Action: Excavation

Global Id: T0603758404
Action Type: REMEDIATION
Date: 02/01/2004
Action: Other (Use Description Field)

Global Id: T0603758404
Action Type: RESPONSE
Date: 03/24/2008
Action: Soil and Water Investigation Workplan

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: Other
Date: 07/18/2003
Action: Leak Reported

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2007
Action: Preliminary Site Assessment Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 08/05/2006
Action: Other Report / Document

76 STATION #0779 (Continued) **S100947407**

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/12/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2013
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 02/03/2009
Action: Soil and Water Investigation Workplan

Global Id: T0603758404
Action Type: RESPONSE

76 STATION #0779 (Continued) **S100947407**

Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 08/04/2009
Action: Soil and Water Investigation Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 09/05/2008
Action: Well Installation Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 03/26/2015
Action: Closure/No Further Action Letter

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/27/2009
Action: Pilot Study/ Treatability Report

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

76 STATION #0779 (Continued) **S100947407**

Global Id: T0603758404
Action Type: RESPONSE
Date: 04/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603758404
Action Type: RESPONSE
Date: 03/31/2015
Action: Well Destruction Report

Global Id: T0603758404
Action Type: ENFORCEMENT
Date: 09/25/2014
Action: Notification - Preclosure

Global Id: T0603758404
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Quarterly

Global Id: T0603758404
Action Type: RESPONSE
Date: 01/15/2011
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603758404
Status: Open - Case Begin Date
Status Date: 01/07/1999

Global Id: T0603758404
Status: Open - Site Assessment
Status Date: 05/11/2005

Global Id: T0603758404
Status: Open - Site Assessment
Status Date: 12/11/2006

Global Id: T0603758404
Status: Open - Site Assessment
Status Date: 03/24/2008

Global Id: T0603758404
Status: Open - Eligible for Closure
Status Date: 09/03/2014

Global Id: T0603758404
Status: Completed - Case Closed
Status Date: 03/26/2015

HIST CORTESE:
edr_fname: UNOCAL #0779
edr_fadd1: 1340 GLENDALE
City,State,Zip: LOS ANGELES, CA
Region: CORTESE

76 STATION #0779 (Continued) **S100947407**

Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260198

CERS:
Name: 76 STATION #0779
Address: 1340 GLENDALE BLVD.
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 187078
CERS ID: T0603758404
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766741

M77 **ALVARADO** **ENVIROSTOR** **S118466274**
NE **1453 & 1455 NORTH ALVARADO AVENUE** **VCP** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026**
0.330 mi.
1741 ft. **Site 1 of 4 in cluster M**

Relative:
Lower

Actual:
416 ft.

ENVIROSTOR:
Name: ALVARADO
Address: 1453 & 1455 NORTH ALVARADO AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 60002289
Status: Active
Status Date: 01/04/2016
Site Code: 301733
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 0.57
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: , 51

ALVARADO (Continued) **S118466274**

Senate:	, 24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.08214
Longitude:	-118.2611
APN:	050205135, 5419002008, 5419018002, 5419019001, 5423010019, 5423027015, 5424-001-028, 5424001028, 5432022004, 5456007017, 5472005002, 5640041009
Past Use:	NONE, RESIDENTIAL AREA
Potential COC:	Methyl tertbutyl ether (MTBE Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE PCBs (unspeciated mixture, low risk, e.g. Aroclor 1016
Confirmed COC:	Methyl tertbutyl ether (MTBE Tetrachloroethylene (PCE TPH-gas Trichloroethylene (TCE 30469-NO
Potential Description:	OTH, SOIL, SV, UE
Alias Name:	1455 N Alvarado
Alias Type:	Alternate Name
Alias Name:	050205135
Alias Type:	APN
Alias Name:	5419002008
Alias Type:	APN
Alias Name:	5419018002
Alias Type:	APN
Alias Name:	5419019001
Alias Type:	APN
Alias Name:	5423010019
Alias Type:	APN
Alias Name:	5423027015
Alias Type:	APN
Alias Name:	5424-001-028
Alias Type:	APN
Alias Name:	5424001028
Alias Type:	APN
Alias Name:	5432022004
Alias Type:	APN
Alias Name:	5456007017
Alias Type:	APN
Alias Name:	5472005002
Alias Type:	APN
Alias Name:	5640041009
Alias Type:	APN
Alias Name:	301733
Alias Type:	Project Code (Site Code)
Alias Name:	60002289
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	01/29/2016
Comments:	No further action for ground water.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter

ALVARADO (Continued) **S118466274**

Completed Date:	03/16/2016
Comments:	completed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/11/2016
Comments:	Finalized and signed

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/26/2016
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Workplan
Completed Date:	02/12/2016
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	03/16/2016
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Name:	ALVARADO
Address:	1453 & 1455 NORTH ALVARADO AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60002289
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.57
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301733
Assembly:	, 51
Senate:	, 24
Special Programs Code:	Voluntary Cleanup Program

ALVARADO (Continued) **S118466274**

Status:	Active
Status Date:	01/04/2016
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.08214 / -118.2611
APN:	050205135, 5419002008, 5419018002, 5419019001, 5423010019, 5423027015, 5424-001-028, 5424001028, 5432022004, 5456007017, 5472005002, 5640041009
Past Use:	NONE, RESIDENTIAL AREA
Potential COC:	30016, 30022, 30025, 30027, 30469
Confirmed COC:	30016,30022,30025,30027,30469-NO
Potential Description:	OTH, SOIL, SV, UE
Alias Name:	1455 N Alvarado
Alias Type:	Alternate Name
Alias Name:	050205135
Alias Type:	APN
Alias Name:	5419002008
Alias Type:	APN
Alias Name:	5419018002
Alias Type:	APN
Alias Name:	5419019001
Alias Type:	APN
Alias Name:	5423010019
Alias Type:	APN
Alias Name:	5423027015
Alias Type:	APN
Alias Name:	5424-001-028
Alias Type:	APN
Alias Name:	5424001028
Alias Type:	APN
Alias Name:	5432022004
Alias Type:	APN
Alias Name:	5456007017
Alias Type:	APN
Alias Name:	5472005002
Alias Type:	APN
Alias Name:	5640041009
Alias Type:	APN
Alias Name:	301733
Alias Type:	Project Code (Site Code)
Alias Name:	60002289
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	01/29/2016
Comments:	No further action for ground water.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	03/16/2016
Comments:	completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

ALVARADO (Continued) **S118466274**

Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/11/2016
Comments:	Finalized and signed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	01/26/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Workplan
Completed Date:	02/12/2016
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	03/16/2016
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

M78 **UNITED OIL #45** **HIST CORTESE** **S103993272**
NE **1465 GLENDALE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026**
0.349 mi.
1841 ft. **Site 2 of 4 in cluster M**

Relative:
Lower
Actual:
409 ft.

HIST CORTESE:

edr_fname:	UNITED OIL #45
edr_fadd1:	1465 GLENDALE
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260270

M79 NE 1/4-1/2 0.349 mi. 1841 ft. | **UNITED OIL #45**
1465 GLENDALE BLVD N
LOS ANGELES, CA 90026

Site 3 of 4 in cluster M

LUST CERS | **S104234266 N/A**

Relative: Lower

Actual: 409 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260270
Status:	Pollution Characterization
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Groundwater
Abatement Method Used at the Site:	No Action Required
Global ID:	T0603700730
W Global ID:	W0603700547
Staff:	JW
Local Agency:	19050
Cross Street:	SCOTT AVE
Enforcement Type:	SEL
Date Leak Discovered:	2/27/1998
Date Leak First Reported:	3/24/1998
Date Leak Record Entered:	Not reported
Date Confirmation Began:	Not reported
Date Leak Stopped:	2/20/1998
Date Case Last Changed on Database:	7/8/2002
Date the Case was Closed:	Not reported
How Leak Discovered:	Inventory Control
How Leak Stopped:	Not reported
Cause of Leak:	Structure Failure
Leak Source:	Piping
Operator:	Not reported
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2278.0636148898678135907939642
Source of Cleanup Funding:	Piping
Preliminary Site Assessment Workplan Submitted:	9/25/2000
Preliminary Site Assessment Began:	11/21/2000
Pollution Characterization Began:	3/29/2001
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	3/24/1998
Enforcement Action Date:	3/29/2001
Historical Max MTBE Date:	5/25/2001
Hist Max MTBE Conc in Groundwater:	2300
Hist Max MTBE Conc in Soil:	6750
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	=
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	KARL KERNER
RP Address:	18525 S. MAIN ST.
Program:	LUST
Lat/Long:	34.0811636 / -1
Local Agency Staff:	PEJ

UNITED OIL #45 (Continued) **S104234266**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: FROM FEB. 20, 1998 THRU FEB. 27, 1998 LOST @2000 GALLONS OF PREMIUM GASOLINE NOTED LOSE IN INVENTORY CONTROL THROUGHOUT THE WEEK. SENT MAINTENANCE MAIN, RAN TEST AND FOUND LEAK IN PIPING.;4/13/00 TAX BILL COPY;12/29/00 4TH QT

LUST:
Name: RAPID GAS #45
Address: 1465 GLENDALE BLVD N
City,State,Zip: LOS ANGELES, CA 90026
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700730
Global Id: T0603700730
Latitude: 34.0811636
Longitude: -118.2603179
Status: Completed - Case Closed
Status Date: 07/24/2013
Case Worker: JW
RB Case Number: 900260270
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Aquifer used for drinking water supply
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0603700730
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603700730
Contact Type: Regional Board Caseworker
Contact Name: JIMMIE WOO
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: jwoo@waterboards.ca.gov
Phone Number: 2135766600

LUST:
Global Id: T0603700730
Action Type: Other
Date: 02/27/1998
Action: Leak Discovery

Global Id: T0603700730

UNITED OIL #45 (Continued) **S104234266**

Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 10/26/2010
Action: Staff Letter

Global Id: T0603700730
Action Type: Other
Date: 02/20/1998
Action: Leak Stopped

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: REMEDIATION
Date: 04/28/1998
Action: Ex Situ Physical/Chemical Treatment (other than P&T, SVE, or Excavation)

Global Id: T0603700730
Action Type: REMEDIATION
Date: 04/28/1998
Action: Excavation

Global Id: T0603700730
Action Type: Other
Date: 03/24/1998

UNITED OIL #45 (Continued) **S104234266**

Action: Leak Reported

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 09/01/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 03/29/2001
Action: Staff Letter

Global Id: T0603700730
Action Type: RESPONSE
Date: 08/08/2006
Action: CAP/RAP - Feasibility Study Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 12/04/2006
Action: Well Installation Report

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2012
Action: Other Report / Document

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2013
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 03/07/2007
Action: Well Installation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2013
Action: Well Destruction Report

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 05/14/2013
Action: Notification - Preclosure

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 07/24/2013
Action: Closure/No Further Action Letter

Global Id: T0603700730
Action Type: RESPONSE

UNITED OIL #45 (Continued) **S104234266**

Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/27/2007
Action: Interim Remedial Action Plan

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 06/27/2002
Action: Staff Letter

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 04/27/2011
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700730
Action Type: RESPONSE
Date: 08/27/2009
Action: Other Report / Document

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/23/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 03/28/2003
Action: Staff Letter

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 04/23/2012
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/31/2002
Action: Soil and Water Investigation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2002
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: ENFORCEMENT
Date: 09/15/2004
Action: Site Visit / Inspection / Sampling

Global Id: T0603700730
Action Type: RESPONSE

UNITED OIL #45 (Continued) **S104234266**

Date: 01/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2011
Action: Soil and Water Investigation Report

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603700730
Action Type: RESPONSE
Date: 08/09/2010
Action: Well Installation Workplan

Global Id: T0603700730
Action Type: RESPONSE
Date: 07/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603700730
Action Type: RESPONSE
Date: 01/15/2011
Action: Interim Remedial Action Plan

Global Id: T0603700730
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603700730
Status: Open - Case Begin Date
Status Date: 02/20/1998

Global Id: T0603700730
Status: Open - Verification Monitoring
Status Date: 03/24/1998

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 09/25/2000

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 11/21/2000

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 03/29/2001

Global Id: T0603700730
Status: Open - Site Assessment
Status Date: 09/01/2005

UNITED OIL #45 (Continued) **S104234266**

Global Id: T0603700730
Status: Open - Remediation
Status Date: 10/26/2010

Global Id: T0603700730
Status: Open - Eligible for Closure
Status Date: 02/25/2013

Global Id: T0603700730
Status: Completed - Case Closed
Status Date: 07/24/2013

CERS:
Name: RAPID GAS #45
Address: 1465 GLENDALE BLVD N
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 190808
CERS ID: T0603700730
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: JIMMIE WOO - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 WEST 4TH STREET, SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766600

M80 **BLOOMFIELD PROPERTIES** **LUST** **S102523278**
NE **1515 ALVARADO ST N** **HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026** **CERS**
0.356 mi.
1881 ft. **Site 4 of 4 in cluster M**

Relative:
Lower

Actual:
418 ft.

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900260216
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported

BLOOMFIELD PROPERTIES (Continued) **S102523278**

Case Type:	Groundwater
Abatement Method Used at the Site:	Excavate and Dispose
Global ID:	T0603700724
W Global ID:	W0603700547
Staff:	UNK
Local Agency:	19050
Cross Street:	SCOTT AVE
Enforcement Type:	Not reported
Date Leak Discovered:	9/17/1987
Date Leak First Reported:	5/11/1989
Date Leak Record Entered:	3/25/1995
Date Confirmation Began:	12/7/1987
Date Leak Stopped:	9/17/1987
Date Case Last Changed on Database:	2/1/1996
Date the Case was Closed:	5/11/1989
How Leak Discovered:	Tank Closure
How Leak Stopped:	Not reported
Cause of Leak:	Corrosion
Leak Source:	Tank
Operator:	OLD CASE #960108-01
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2551.5974032094046719119187933
Source of Cleanup Funding:	Tank
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	2/3/1988
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLOOMFIELD PROPERTIES
RP Address:	6399 WILSHIRE BLVD, STE 604, LOSA ANGELES 90048
Program:	LUST
Lat/Long:	34.0824885 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	Not reported

LUST:

Name:	BLOOMFIELD PROPERTIES
Address:	1515 ALVARADO ST N
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES, CITY OF
Case Type:	LUST Cleanup Site

BLOOMFIELD PROPERTIES (Continued) **S102523278**

Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700724
Global Id:	T0603700724
Latitude:	34.082597
Longitude:	-118.260966
Status:	Completed - Case Closed
Status Date:	05/11/1989
Case Worker:	EL
RB Case Number:	900260216
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700724
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Global Id:	T0603700724
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

LUST:

Global Id:	T0603700724
Action Type:	Other
Date:	09/17/1987
Action:	Leak Stopped

Global Id:	T0603700724
Action Type:	Other
Date:	05/11/1989
Action:	Leak Reported

Global Id:	T0603700724
Action Type:	Other
Date:	09/17/1987
Action:	Leak Discovery

LUST:

Global Id:	T0603700724
Status:	Open - Case Begin Date
Status Date:	09/17/1987

Global Id:	T0603700724
Status:	Open - Site Assessment

BLOOMFIELD PROPERTIES (Continued) **S102523278**

Status Date: 12/07/1987

Global Id: T0603700724
Status: Open - Site Assessment
Status Date: 02/03/1988

Global Id: T0603700724
Status: Completed - Case Closed
Status Date: 05/11/1989

HIST CORTESE:
edr_fname: BLOOMFIELD PROPERTIES
edr_fadd1: 1515 ALVARADO
City,State,Zip: LOS ANGELES, CA 90026
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900260216

CERS:
Name: BLOOMFIELD PROPERTIES
Address: 1515 ALVARADO ST N
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 250405
CERS ID: T0603700724
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

81 ESE 1/4-1/2 0.377 mi. 1990 ft. | **STANMOR ENTERPRISES**
1700 SUNSET BLVD
LOS ANGELES, CA 90026 | **LUST**
HIST CORTESE
CERS | **S101297266**
N/A

Relative: Lower

Actual: 392 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260170
Status:	Leak being confirmed
Substance:	1
Substance Quantity:	Not reported
Local Case No:	Not reported
Case Type:	Soil
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700720
W Global ID:	W0603700547
Staff:	MB
Local Agency:	19050
Cross Street:	Not reported
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	8/26/1991
Date Leak Record Entered:	8/22/1991
Date Confirmation Began:	8/26/1991
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	10/23/2000
Date the Case was Closed:	Not reported
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	Not reported
Leak Source:	Not reported
Operator:	OLD CASE #090391-01
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	2328.1249072100289526523408219
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	Not reported
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	MOORE, STANLEY
RP Address:	346 POPPY AVE.
Program:	LUST
Lat/Long:	34.0770948 / -1
Local Agency Staff:	PEJ

STANMOR ENTERPRISES (Continued) **S101297266**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 1900547-001GEN
Summary: FILE MISSING

LUST:
Name: STANMOR ENTERPRISES
Address: 1700 SUNSET BLVD
City,State,Zip: LOS ANGELES, CA 90026
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700720
Global Id: T0603700720
Latitude: 34.0770948
Longitude: -118.2584708
Status: Completed - Case Closed
Status Date: 07/02/2007
Case Worker: AT
RB Case Number: 900260170
Local Agency: LOS ANGELES, CITY OF
File Location: Regional Board
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Aviation
Site History: Not reported

LUST:
Global Id: T0603700720
Contact Type: Regional Board Caseworker
Contact Name: ARMAN TOUMARI
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 WEST 4TH STREET, SUITE 200
City: LOS ANGELES
Email: atoumari@waterboards.ca.gov
Phone Number: 2135766708

Global Id: T0603700720
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

LUST:
Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 10/03/2000
Action: Staff Letter

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 03/20/2006
Action: Staff Letter

STANMOR ENTERPRISES (Continued) **S101297266**

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 07/02/2007
Action: Closure/No Further Action Letter

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 03/07/2007
Action: Staff Letter

Global Id: T0603700720
Action Type: REMEDIATION
Date: 05/03/1991
Action: Excavation

Global Id: T0603700720
Action Type: ENFORCEMENT
Date: 07/02/2007
Action: Site Visit / Inspection / Sampling

Global Id: T0603700720
Action Type: Other
Date: 08/26/1991
Action: Leak Reported

Global Id: T0603700720
Action Type: RESPONSE
Date: 11/02/2000
Action: Other Report / Document

Global Id: T0603700720
Action Type: RESPONSE
Date: 04/15/2006
Action: Other Report / Document

Global Id: T0603700720
Action Type: RESPONSE
Date: 04/15/2007
Action: Soil and Water Investigation Workplan

LUST:
Global Id: T0603700720
Status: Open - Case Begin Date
Status Date: 08/26/1991

Global Id: T0603700720
Status: Open - Site Assessment
Status Date: 08/26/1991

Global Id: T0603700720
Status: Open - Site Assessment
Status Date: 06/05/2007

Global Id: T0603700720
Status: Completed - Case Closed
Status Date: 07/02/2007

STANMOR ENTERPRISES (Continued) **S101297266**

HIST CORTESE:

edr_fname:	STANMOR ENTERPRISES
edr_fadd1:	1700 SUNSET
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260170

CERS:

Name:	STANMOR ENTERPRISES
Address:	1700 SUNSET BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	203635
CERS ID:	T0603700720
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	ARMAN TOUMARI - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 WEST 4TH STREET, SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766708

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82 **ARCO #1597** **LUST** **S102424175**
NE **1601 GLENDALE BLVD** **CHMIRS** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026** **Cortese**
0.437 mi. **ENF**
2306 ft. **HIST CORTESE**
WDR
Relative: **CIWQS**
Lower **CERS**
Actual:
419 ft.

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260125
Status:	Case Closed
Substance:	Gasoline
Substance Quantity:	Not reported
Local Case No:	Not reported

ARCO #1597 (Continued) **S102424175**

Case Type:	Groundwater
Abatement Method Used at the Site:	Not reported
Global ID:	T0603700716
W Global ID:	W0603700547
Staff:	UNK
Local Agency:	19050
Cross Street:	BERKELEY
Enforcement Type:	Not reported
Date Leak Discovered:	Not reported
Date Leak First Reported:	12/4/1992
Date Leak Record Entered:	11/25/1992
Date Confirmation Began:	Not reported
Date Leak Stopped:	Not reported
Date Case Last Changed on Database:	1/31/1997
Date the Case was Closed:	11/19/1996
How Leak Discovered:	Not reported
How Leak Stopped:	Not reported
Cause of Leak:	UNK
Leak Source:	UNK
Operator:	OLD CASE #120992-01
Water System:	FIRSTONE SCOUT RESRVTN (BOY SCOUT COUN)
Well Name:	Not reported
Approx. Dist To Production Well (ft):	3532.5164104819803466137405217
Source of Cleanup Funding:	UNK
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	12/4/1992
Pollution Characterization Began:	Not reported
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	33000
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	ARCO PRODUCTS CO
RP Address:	P.O. BOX 5077, BUENA PARK, CA 90622-5077
Program:	LUST
Lat/Long:	34.0855164 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	1900547-001GEN
Summary:	10/01/96 QUARTERLY UPDATE REPORT 96' 10/07/96 WORK PLAN FOR SVE PILOT TEST 01/31/97 4TH QUARTERLY REPORT MTBE DATA INCLUDED
Region:	4
Regional Board:	04
County:	Los Angeles
Facility Id:	900260125A

ARCO #1597 (Continued) **S102424175**

Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603797967	
W Global ID:	Not reported	
Staff:	RVJ	
Local Agency:	19050	
Cross Street:	BERKELEY/GLENDALE BLVD	
Enforcement Type:	SEL	
Date Leak Discovered:	3/12/2003	
Date Leak First Reported:		3/12/2003
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		Not reported
Date the Case was Closed:		Not reported
How Leak Discovered:	OM	
How Leak Stopped:	Other Means	
Cause of Leak:	Spill	
Leak Source:	Other Source	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		Not reported
Source of Cleanup Funding:		Other Source
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		3/12/2003
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		9/3/2003
Hist Max MTBE Conc in Groundwater:		36000
Hist Max MTBE Conc in Soil:		42
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	=	
Soil Qualifier:	=	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	TERESA SANTANA	
RP Address:	FOUR CENTERPOINTE DR., LPR4-460	
Program:	LUST	
Lat/Long:	0 / 0	
Local Agency Staff:	Not reported	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

LUST:

Name: ARCO #1597

ARCO #1597 (Continued) **S102424175**

Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603797967
Global Id:	T0603797967
Latitude:	34.084041
Longitude:	-118.260324
Status:	Open - Eligible for Closure
Status Date:	08/02/2019
Case Worker:	MT
RB Case Number:	900260125A
Local Agency:	LOS ANGELES, CITY OF
File Location:	Regional Board
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603797967
Contact Type:	Local Agency Caseworker
Contact Name:	MARCUS LOOK
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	Not reported

Global Id:	T0603797967
Contact Type:	Regional Board Caseworker
Contact Name:	MARYAM TAIDY
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	LOS ANGELES
Email:	maryam.taidy@waterboards.ca.gov
Phone Number:	2135766741

LUST:

Global Id:	T0603797967
Action Type:	Other
Date:	03/12/2003
Action:	Leak Discovery

Global Id:	T0603797967
Action Type:	RESPONSE
Date:	01/15/2004
Action:	Monitoring Report - Quarterly

Global Id:	T0603797967
Action Type:	RESPONSE
Date:	10/15/2004
Action:	Monitoring Report - Quarterly

Global Id:	T0603797967
Action Type:	RESPONSE
Date:	01/15/2005

ARCO #1597 (Continued) **S102424175**

Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2011
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2018
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2019
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2017
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/07/2017
Action: CAP/RAP - Final Remediation / Design Plan

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2012
Action: Monitoring Report - Semi-Annually

ARCO #1597 (Continued) **S102424175**

Global Id: T0603797967
Action Type: RESPONSE
Date: 03/07/2014
Action: Other Workplan - Regulator Responded

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/24/2014
Action: Other Workplan - Regulator Responded

Global Id: T0603797967
Action Type: RESPONSE
Date: 12/21/2016
Action: Request for Closure - Regulator Responded

Global Id: T0603797967
Action Type: REMEDIATION
Date: 11/24/2003
Action: Free Product Removal

Global Id: T0603797967
Action Type: REMEDIATION
Date: 03/01/2014
Action: Excavation

Global Id: T0603797967
Action Type: REMEDIATION
Date: 03/16/2006
Action: Other (Use Description Field)

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2005
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 06/07/2017
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 08/25/2017
Action: Staff Letter

Global Id: T0603797967
Action Type: Other

ARCO #1597 (Continued) **S102424175**

Date: 03/12/2003
Action: Leak Reported

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 03/20/2006
Action: Remedial Progress Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2006
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2012
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2007
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2013
Action: Monitoring Report - Semi-Annually

ARCO #1597 (Continued) **S102424175**

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 07/18/2017
Action: Health and Safety Code Section 25296.10(c)

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 06/01/2018
Action: Clean Up Fund - Case Closure Review Summary Report (RSR)

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 06/15/2009
Action: Staff Letter

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2009
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/26/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2008
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE

ARCO #1597 (Continued) **S102424175**

Date: 04/15/2014
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 08/04/2014
Action: Staff Letter

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 08/02/2019
Action: Notification - Preclosure

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2009
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/22/2010
Action: Well Installation Workplan

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 05/15/2003
Action: Staff Letter

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2004
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 11/04/2014
Action: Soil and Water Investigation Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 03/26/2015
Action: Well Destruction Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2016
Action: Monitoring Report - Semi-Annually

ARCO #1597 (Continued) **S102424175**

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/26/2016
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603797967
Action Type: ENFORCEMENT
Date: 03/17/2014
Action: Staff Letter

Global Id: T0603797967
Action Type: RESPONSE
Date: 05/08/2003
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2003
Action: Other Report / Document

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2003
Action: Soil and Water Investigation Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2003
Action: Monitoring Report - Quarterly

Global Id: T0603797967
Action Type: RESPONSE
Date: 10/15/2010
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 01/15/2016
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 07/15/2015
Action: Monitoring Report - Semi-Annually

Global Id: T0603797967
Action Type: RESPONSE
Date: 08/03/2015
Action: Well Installation Report

Global Id: T0603797967
Action Type: RESPONSE
Date: 04/15/2016
Action: Monitoring Report - Semi-Annually

LUST:
Global Id: T0603797967

ARCO #1597 (Continued) **S102424175**

Status:	Open - Case Begin Date
Status Date:	03/12/2003
Global Id:	T0603797967
Status:	Open - Site Assessment
Status Date:	03/12/2003
Global Id:	T0603797967
Status:	Open - Site Assessment
Status Date:	04/28/2009
Global Id:	T0603797967
Status:	Open - Remediation
Status Date:	03/17/2014
Global Id:	T0603797967
Status:	Open - Eligible for Closure
Status Date:	08/02/2019

Name:	ARCO #1597
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0603700716
Global Id:	T0603700716
Latitude:	34.0836009
Longitude:	-118.260136
Status:	Completed - Case Closed
Status Date:	11/19/1996
Case Worker:	YR
RB Case Number:	900260125
Local Agency:	LOS ANGELES, CITY OF
File Location:	Not reported
Local Case Number:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST:

Global Id:	T0603700716
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported
Global Id:	T0603700716
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

ARCO #1597 (Continued) **S102424175**

LUST:

Global Id:	T0603700716
Action Type:	Other
Date:	12/04/1992
Action:	Leak Reported

LUST:

Global Id:	T0603700716
Status:	Open - Case Begin Date
Status Date:	12/04/1992
Global Id:	T0603700716
Status:	Open - Site Assessment
Status Date:	12/04/1992
Global Id:	T0603700716
Status:	Completed - Case Closed
Status Date:	11/19/1996

CHMIRS:

Name:	Not reported
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
OES Incident Number:	1-4389
OES notification:	07/31/2001
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported

ARCO #1597 (Continued) **S102424175**

Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2001
Agency:	Atlantic Richfield Co
Incident Date:	5/3/200112:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Service Station
E Date:	Not reported
Substance:	Gasoline
Unknown:	Unknown
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Contaminate was discovered in laboratory samples

CORTESE:

Name:	ARCO #1597
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Region:	CORTESE
Envirostor Id:	Not reported
Global ID:	T0603797967
Site/Facility Type:	LUST CLEANUP SITE
Cleanup Status:	OPEN - ELIGIBLE FOR CLOSURE
Status Date:	Not reported
Site Code:	Not reported
Latitude:	Not reported
Longitude:	Not reported
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported

ARCO #1597 (Continued) **S102424175**

Waste Management Uit Name: Not reported
File Name: Active Open

ENF:

Name:	TESORO STATION NO. 42019 (FORMER ARCO 1597)
Address:	1601 GLENDALE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90026
Region:	4
Facility Id:	805179
Agency Name:	Andeavor
Place Type:	Service/Commercial
Place Subtype:	Gasoline Service Station
Facility Type:	Industrial
Agency Type:	Privately-Owned Business
# Of Agencies:	1
Place Latitude:	34.0836
Place Longitude:	-118.26013
SIC Code 1:	5541
SIC Desc 1:	Gasoline Service Stations
SIC Code 2:	Not reported
SIC Desc 2:	Not reported
SIC Code 3:	Not reported
SIC Desc 3:	Not reported
NAICS Code 1:	Not reported
NAICS Desc 1:	Not reported
NAICS Code 2:	Not reported
NAICS Desc 2:	Not reported
NAICS Code 3:	Not reported
NAICS Desc 3:	Not reported
# Of Places:	1
Source Of Facility:	Reg Meas
Design Flow:	Not reported
Threat To Water Quality:	3
Complexity:	A
Pretreatment:	X - Facility is not a POTW
Facility Waste Type:	Contaminated ground water
Facility Waste Type 2:	Not reported
Facility Waste Type 3:	Not reported
Facility Waste Type 4:	Not reported
Program:	WDRNONMUNIPRCS
Program Category1:	WDR
Program Category2:	WDR
# Of Programs:	1
WDID:	4B198600252
Reg Measure Id:	395566
Reg Measure Type:	Enrollee - WDR
Region:	4
Order #:	R4-2007-0019
Npdes# CA#:	Not reported
Major-Minor:	Not reported
Npdes Type:	Not reported
Reclamation:	N - No
Dredge Fill Fee:	Not reported
301H:	Not reported
Application Fee Amt Received:	8199
Status:	Historical
Status Date:	07/10/2018

ARCO #1597 (Continued) **S102424175**

Effective Date:	05/14/2014
Expiration/Review Date:	05/14/2024
Termination Date:	07/09/2018
WDR Review - Amend:	Not reported
WDR Review - Revise/Renew:	Not reported
WDR Review - Rescind:	Not reported
WDR Review - No Action Required:	Not reported
WDR Review - Pending:	Not reported
WDR Review - Planned:	Not reported
Status Enrollee:	N
Individual/General:	I
Fee Code:	58 - Non15 Based on (TTWQ)/CPLX)
Direction/Voice:	Passive
Enforcement Id(EID):	397817
Region:	4
Order / Resolution Number:	NOV
Enforcement Action Type:	Notice of Violation
Effective Date:	08/15/2014
Adoption/Issuance Date:	08/15/2014
Achieve Date:	Not reported
Termination Date:	Not reported
ACL Issuance Date:	Not reported
EPL Issuance Date:	Not reported
Status:	Active
Title:	NOV 08/15/2014 for Andeavor
Description:	NOV issued for Failure to Submit Monitoring Report
Program:	WDRNONMUNIPRCS
Latest Milestone Completion Date:	Not reported
# Of Programs1:	1
Total Assessment Amount:	0
Initial Assessed Amount:	0
Liability $ Amount:	0
Project $ Amount:	0
Liability $ Paid:	0
Project $ Completed:	0
Total $ Paid/Completed Amount:	0

HIST CORTESE:

edr_fname:	ARCO #1597
edr_fadd1:	1601 GLENDALE
City,State,Zip:	LOS ANGELES, CA 90039
Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900260125

WDR:

Name:	TESORO STATION NO. 42019 (FORMER ARCO 1597)
Address:	1601 GLENDALE BOULEVARD
City,State,Zip:	LOS ANGELES, CA 90026
Global ID:	WDR100016904
Status:	HISTORICAL - WDR

CIWQS:

Name:	TESORO STATION NO. 42019 (FORMER ARCO 1597)
Address:	1601 GLENDALE BOULEVARD

ARCO #1597 (Continued) **S102424175**

City,State,Zip:	LOS ANGELES, CA 90026
Agency:	Andeavor
Agency Address:	6 Centerpointe Drive 5co28, La Palma, CA 90623
Place/Project Type:	Gasoline Service Station
SIC/NAICS:	5541
Region:	4
Program:	WDRNONMUNIPRCS
Regulatory Measure Status:	Historical
Regulatory Measure Type:	Enrollee - WDR
Order Number:	R4-2007-0019
WDID:	4B198600252
NPDES Number:	Not reported
Adoption Date:	Not reported
Effective Date:	05/14/2014
Termination Date:	07/09/2018
Expiration/Review Date:	05/14/2024
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	A
TTWQ:	3
Enforcement Actions within 5 years:	0
Violations within 5 years:	0
Latitude:	34.0836
Longitude:	-118.26013

CERS:

Name:	ARCO #1597
Address:	1601 GLENDALE BLVD
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	243293
CERS ID:	T0603797967
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Local Agency Caseworker
Entity Name:	ELOY LUNA - LOS ANGELES, CITY OF
Entity Title:	Not reported
Affiliation Address:	200 North Main Street, Suite 1780
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported
Affiliation Address:	320 W. 4TH ST., SUITE 200
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	2135766741

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title:	Not reported

ARCO #1597 (Continued) **S102424175**

Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: MARCUS LOOK - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 N. MAIN ST. RM. 970
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Name: ARCO #1597
Address: 1601 GLENDALE BLVD
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 243293
CERS ID: T0603700716
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:
Affiliation Type Desc: Local Agency Caseworker
Entity Name: ELOY LUNA - LOS ANGELES, CITY OF
Entity Title: Not reported
Affiliation Address: 200 North Main Street, Suite 1780
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: MARYAM TAIDY - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766741

Affiliation Type Desc: Regional Board Caseworker
Entity Name: YUE RONG - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W. 4TH ST., SUITE 200
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Local Agency Caseworker
Entity Name: MARCUS LOOK - LOS ANGELES, CITY OF

ARCO #1597 (Continued) **S102424175**

Entity Title:	Not reported
Affiliation Address:	200 N. MAIN ST. RM. 970
Affiliation City:	LOS ANGELES
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

N83 ESE 1/4-1/2 0.451 mi. 2381 ft.

Relative: Lower

Actual: 396 ft.

HOLLYWAY CLEANERS
1159 ECHO PARK AVE
LOS ANGELES, CA 90026

Site 1 of 2 in cluster N

RCRA-SQG **1000293798**
CPS-SLIC **CAD045529427**
FINDS
ECHO
DRYCLEANERS
EMI
CERS

RCRA-SQG:

Date form received by agency:	1996-09-01 00:00:00.0
Facility name:	HOLLYWAY CLEANERS
Facility address:	1159 ECHO PARK AVE LOS ANGELES, CA 90026
EPA ID:	CAD045529427
Mailing address:	8350 SANTA MONICA BL STE 215 LOS ANGELES, CA 90069
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	VALETOR INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999

HOLLYWAY CLEANERS (Continued) **1000293798**

Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 1986-10-14 00:00:00.0
Site name: HOLLYWAY CLEANERS
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 1992-12-09 00:00:00.0
Date achieved compliance: 1997-12-09 00:00:00.0
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 1992-12-09 00:00:00.0
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 1997-12-09 00:00:00.0
Evaluation lead agency: State Contractor/Grantee

SLIC REG 4:
Region: 4

HOLLYWAY CLEANERS (Continued) **1000293798**

Facility Status: Site Assessment
SLIC: 0075
Substance: VOCs
Staff: AH

CPS-SLIC:

Name:	HOLLYWAY CLEANERS
Address:	1157 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	09/29/1999
Global Id:	SL2048E1699
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.076595504983
Longitude:	-118.257688224537
Case Type:	Cleanup Program Site
Case Worker:	MPG
Local Agency:	Not reported
RB Case Number:	0075
File Location:	Regional Board
Potential Media Affected:	Aquifer used for drinking water supply, Soil, Soil Vapor
Potential Contaminants of Concern:	Other Chlorinated Hydrocarbons, Tetrachloroethylene (PCE), Trichloroethylene (TCE)
Site History:	The site is a three-story building constructed in approximately 1915. Hollyway Cleaners began operating in one of the units of the building in approximately 1941 and has been in operation under successive owners since then. Site investigation conducted in 1988 for property transaction indicated that the soil and groundwater beneath the site were contaminated with perchloroethylene (PCE), trichlorothene (TCE) and other volatile organic compounds (VOCs) as a result of release(s) from dry cleaning operations. Subsequent subsurface investigations involving soil vapor survey, soil and groundwater sampling and installation of groundwater monitoring wells confirmed the contamination of the soil, soil vapor and groundwater beneath the site. Groundwater monitoring began in 1998 and continued through 1999. However, it was discontinued 2000. A soil vapor extraction (SVE) system was installed at the site in approximately 1994. The system operated intermittently and operating parameters are unknown. From 2000 to 2001, bench-scale testing was conducted on soil and groundwater samples for bioremediation. No pilot test or full scale implementation of the proposed bioremediation was carried out. On December 21, 2011, the Regional Board issued a Cleanup and Abatement Order (CAO) to all responsible parties to complete site assessment and delineation of extent of contamination and to clean up the site. On July 26, 2013, the Regional Board issued an Amendment to Cleanup and Abatement Order No. R4-2011-0183. Site assessment and groundwater monitoring are underway at the site.

Click here to access the California GeoTracker records for this facility:

FINDS:

Registry ID: 110002646030

HOLLYWAY CLEANERS (Continued) **1000293798**

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000293798
Registry ID:	110002646030
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002646030

DRYCLEANERS:

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 900260000
EPA Id:	CAL000169711
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/13/1997
Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	ZARE SARKISSIAN
Owner Address:	1159 ECHO PARK AVE
Owner Address 2:	Not reported
Owner Telephone:	2132503961
Contact Name:	ZARE SARKISSIAN OWNER
Contact Address:	1159 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	2132503961
Mailing Name:	Not reported
Mailing Address 1:	1159 ECHO PARK AVE
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900260000
Owner Fax:	Not reported
Region Code:	3

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
EPA Id:	CAC002987185
NAICS Code:	812320
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211

HOLLYWAY CLEANERS (Continued) **1000293798**

SIC Description:	Power Laundries, Family and Commercial
Create Date:	10/30/2018
Facility Active:	No
Inactive Date:	01/29/2019
Facility Addr2:	Not reported
Owner Name:	DIGNA ALVARADO
Owner Address:	1159 ECHO PARK AVE
Owner Address 2:	Not reported
Owner Telephone:	2132689074
Contact Name:	ASHLEY GUZMAN
Contact Address:	1159 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	2132689074
Mailing Name:	Not reported
Mailing Address 1:	1159 ECHO PARK AVE
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90026
Owner Fax:	Not reported
Region Code:	3

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
EPA Id:	CAL000419647
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/18/2016
Facility Active:	No
Inactive Date:	06/30/2017
Facility Addr2:	Not reported
Owner Name:	DIGNA ALVARADO
Owner Address:	1159 ECHO PARK AVE
Owner Address 2:	Not reported
Owner Telephone:	3233624248
Contact Name:	DIGNA ALVARADO
Contact Address:	1159 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	3233624248
Mailing Name:	Not reported
Mailing Address 1:	1159 ECHO PARK AVE
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	90026
Owner Fax:	Not reported
Region Code:	3

DRYCLEAN SOUTH COAST:

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	7348
Application Number:	A87926

HOLLYWAY CLEANERS (Continued) **1000293798**

Permit Number:	P63262
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	10
CCAT Description:	SOLVATION UNIT
UTM East:	0
UTM North:	0

Name:	HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	7348
Application Number:	C39385
Permit Number:	M30650
Status:	S
Representative Name:	Not reported
Representative Telephone:	Not reported
Permit Status:	INACTIVE
BCAT Number:	000234
BCAT Description:	DRY CLEANING EQUIP PERCHLOROETHYLENE
CCAT Number:	10
CCAT Description:	SOLVATION UNIT
UTM East:	0
UTM North:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	113450
Application Number:	331489
Permit Number:	F9204
Status:	S
Representative Name:	ZARE SARKISSIAN
Representative Telephone:	213 2503961
Permit Status:	INACTIVE
BCAT Number:	000601
BCAT Description:	DRY CLEANING, DRY-TO-DRY NON-VENT, PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	383.87799072
UTM North:	3771.0100098

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	113450
Application Number:	402309
Permit Number:	F52761
Status:	S
Representative Name:	ZARE SARKISSIAN
Representative Telephone:	213 2503961
Permit Status:	INACTIVE
BCAT Number:	000603

HOLLYWAY CLEANERS (Continued) **1000293798**

BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	383.87799072
UTM North:	3771.0100098

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	113450
Application Number:	468244
Permit Number:	F89976
Status:	S
Representative Name:	ZARE SARKISSIAN
Representative Telephone:	213 2503961
Permit Status:	INACTIVE
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	04
CCAT Description:	VAPOR RECOVERY UNIT COMPRESS & CONDENSE
UTM East:	383.87799072
UTM North:	3771.0100098

Name:	HOLLYWAY CLEANERS, DIGNA GUZMAN DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	155066
Application Number:	480889
Permit Number:	F97994
Status:	A
Representative Name:	DIGNA GUZMAN
Representative Telephone:	213 2503961
Permit Status:	INACT_NR
BCAT Number:	000603
BCAT Description:	DRY CLEANING,DRY-TO-DRY NV,W/ SIC,PERC
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.97000122
UTM North:	3771.1599121

Name:	HOLLYWAY CLEANERS, DIGNA GUZMAN DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	155066
Application Number:	517436
Permit Number:	G12721
Status:	A
Representative Name:	DIGNA GUZMAN
Representative Telephone:	213 2503961
Permit Status:	INACT_NR
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.97000122
UTM North:	3771.1599121

HOLLYWAY CLEANERS (Continued) **1000293798**

Name:	HOLLYWAY CLEANERS, DIGNA GUZMAN DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	155066
Application Number:	562275
Permit Number:	G30917
Status:	A
Representative Name:	DIGNA GUZMAN
Representative Telephone:	213 2503961
Permit Status:	INACT_NR
BCAT Number:	000233
BCAT Description:	DRY CLEANING EQUIP PETROLEUM SOLVENT
CCAT Number:	Not reported
CCAT Description:	Not reported
UTM East:	383.97000122
UTM North:	3771.1599121

EMI:

Name:	HOLLYWAY CLEANERS,VALETOR INC
Address:	1159 ECHO PARK AV
City,State,Zip:	LOS ANGELES, CA 90026
Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	52538
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	VALETOR INC, HOLLYWAY CLEANERS
Address:	1159 ECHO PARK AV
City,State,Zip:	LOS ANGELES, CA 90026
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	52538
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	12
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

HOLLYWAY CLEANERS (Continued) **1000293798**

Name:	VALETOR INC
Address:	1159 ECHO PARK AV
City,State,Zip:	LOS ANGELES, CA 90026
Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	52538
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	113450
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

Name:	HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address:	1159 ECHO PARK AVE
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	113450
Air District Name:	SC
SIC Code:	7216
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0

HOLLYWAY CLEANERS (Continued) **1000293798**

Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers and Smllr Tons/Yr:0

Name: HOLLYWAY CLEANERS, ZARE SARKISSIAN, DBA
Address: 1159 ECHO PARK AVE
City,State,Zip: LOS ANGELES, CA 90026
Year: 2004
County Code: 19
Air Basin: SC
Facility ID: 113450
Air District Name: SC
SIC Code: 7216
Air District Name: SOUTH COAST AQMD
Community Health Air Pollution Info System: Not reported
Consolidated Emission Reporting Rule: Not reported
Total Organic Hydrocarbon Gases Tons/Yr: 0.00645
Reactive Organic Gases Tons/Yr: 0
Carbon Monoxide Emissions Tons/Yr: 0.0416
NOX - Oxides of Nitrogen Tons/Yr: 0.0495
SOX - Oxides of Sulphur Tons/Yr: 0.000297
Particulate Matter Tons/Yr: 0.00376
Part. Matter 10 Micrometers and Smllr Tons/Yr:0

CERS:
Name: HOLLYWAY CLEANERS
Address: 1157 ECHO PARK AVE
City,State,Zip: LOS ANGELES, CA 90026
Site ID: 203857
CERS ID: SL2048E1699
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: MONAL GAJJAR - LOS ANGELES RWQCB (REGION 4)
Entity Title: Not reported
Affiliation Address: 320 W 4th Street
Affiliation City: LOS ANGELES
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 2135766745

N84 **HOLLOWAY DRY CLEANERS** **Notify 65** **S100178588**
ESE **1159 ECHO PARK BLVD** **N/A**
1/4-1/2 **LOS ANGELES, CA 90026**
0.451 mi.
2381 ft. **Site 2 of 2 in cluster N**

Relative:
Lower

Actual:
396 ft.

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

85
East
1/4-1/2
0.486 mi.
2567 ft.

Relative:
Lower

Actual:
400 ft.

REGENCY CLEANERS
1411 ECHO PARK AVE
LOS ANGELES, CA 90026

RCRA-SQG
ENVIROSTOR
CPS-SLIC
VCP
DEED
FINDS
ECHO
DRYCLEANERS
CERS

1000594357
CAD983581802

RCRA-SQG:

Date form received by agency:	1991-05-07 00:00:00.0
Facility name:	REGENCY CLEANERS
Facility address:	1411 ECHO PARK AVE LOS ANGELES, CA 90026
EPA ID:	CAD983581802
Mailing address:	ECHO PARK AVE LOS ANGELES, CA 90026
Contact:	KI JUN
Contact address:	1411 ECHO PARK AVE LOS ANGELES, CA 90026
Contact country:	US
Contact telephone:	213-250-1973
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	JUN KI HWAN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	415-555-1212
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

REGENCY CLEANERS (Continued) **1000594357**

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

ENVIROSTOR:

Name:	ECHO PARK PLAZA
Address:	1411 ECHO PARK AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60001767
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	09/09/2014
Site Code:	301569
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.37
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Richard Allen
Supervisor:	Jose Diaz
Division Branch:	Cleanup Chatsworth
Assembly:	45, 51
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	YES
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not Applicable
Latitude:	34.07825
Longitude:	-118.2567
APN:	5419-023-038
Past Use:	DRY CLEANING
Potential COC:	Tetrachloroethylene (PCE
Confirmed COC:	Tetrachloroethylene (PCE
Potential Description:	SOIL, SV
Alias Name:	5419-023-038
Alias Type:	APN
Alias Name:	301569
Alias Type:	Project Code (Site Code)
Alias Name:	60001767
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE

REGENCY CLEANERS (Continued) **1000594357**

Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 07/25/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 07/26/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/13/2012
Comments: VCA executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 02/25/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: LUR - Notification Response
Completed Date: 06/19/2015
Comments: Uploading today, Drive by on Saturday, 6/20

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 01/06/2016
Comments: completed on 1/6/2016

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 09/20/2012
Comments: review was completed with recommendations for additional investigations

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/20/2012
Comments: workplan approved and implemented

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/14/2013
Comments: field work completed by consultant on 3-1-2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report

REGENCY CLEANERS (Continued) **1000594357**

Completed Date:	06/18/2013
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

CPS-SLIC:

Name:	ECHO PARK PLAZA
Address:	1411 ECHO PARK PLAZA
City,State,Zip:	LOS ANGELES, CA
Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	04/05/2005
Global Id:	SL0603767361
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.078233
Longitude:	-118.256759
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	1166
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Tetrachloroethylene (PCE)
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

VCP:

Name:	ECHO PARK PLAZA
Address:	1411 ECHO PARK AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60001767
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.37
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Richard Allen
Supervisor:	Jose Diaz
Division Branch:	Cleanup Chatsworth
Site Code:	301569
Assembly:	45, 51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program

REGENCY CLEANERS (Continued) **1000594357**

Status:	Certified O&M - Land Use Restrictions Only
Status Date:	09/09/2014
Restricted Use:	YES
Funding:	Not Applicable
Lat/Long:	34.07825 / -118.2567
APN:	5419-023-038
Past Use:	DRY CLEANING
Potential COC:	30022
Confirmed COC:	30022
Potential Description:	SOIL, SV
Alias Name:	5419-023-038
Alias Type:	APN
Alias Name:	301569
Alias Type:	Project Code (Site Code)
Alias Name:	60001767
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	07/25/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	07/26/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	08/13/2012
Comments:	VCA executed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	02/25/2014
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	LUR - Notification Response
Completed Date:	06/19/2015
Comments:	Uploading today, Drive by on Saturday, 6/20
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction - Site Inspection/Visit
Completed Date:	01/06/2016
Comments:	completed on 1/6/2016
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/20/2012

REGENCY CLEANERS (Continued) **1000594357**

Comments: review was completed with recommendations for additional investigations

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/20/2012
Comments: workplan approved and implemented

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/14/2013
Comments: field work completed by consultant on 3-1-2013

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 06/18/2013
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

DEED:
Name: ECHO PARK PLAZA
Address: 1411 ECHO PARK AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Envirostor ID: 60001767
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): Not reported
File Name: Envirostor Land Use Restrictions

FINDS:

Registry ID: 110002843932

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource

REGENCY CLEANERS (Continued) **1000594357**

Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000594357
Registry ID:	110002843932
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002843932

DRYCLEANERS:

Name:	REGENCY CLEANERS
Address:	1411 ECHO PARK AVE STE 102
City,State,Zip:	LOS ANGELES, CA 900260000
EPA Id:	CAD983581802
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	05/07/1991
Facility Active:	No
Inactive Date:	02/17/2006
Facility Addr2:	Not reported
Owner Name:	JAI SUNG SHIM
Owner Address:	1411 ECHO PARK AVE #102
Owner Address 2:	Not reported
Owner Telephone:	2134829986
Contact Name:	JAEHYUK KWAK (JASON)
Contact Address:	1411 ECHO PARK AVE
Contact Address 2:	Not reported
Contact Telephone:	9099972123
Mailing Name:	Not reported
Mailing Address 1:	11415 MAGNOLIA AVE #8
Mailing Address 2:	Not reported
Mailing City:	RIVERSIDE
Mailing State:	CA
Mailing Zip:	92505
Owner Fax:	Not reported
Region Code:	4

Name:	REGENCY CLEANERS
Address:	1411 ECHO PARK AVE STE 102
City,State,Zip:	LOS ANGELES, CA 900260000
EPA Id:	CAL000303521
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	02/17/2006

REGENCY CLEANERS (Continued) **1000594357**

Facility Active:	No
Inactive Date:	06/30/2008
Facility Addr2:	Not reported
Owner Name:	HYUN SOOK YANG
Owner Address:	1411 ECHO PARK AVE 102
Owner Address 2:	Not reported
Owner Telephone:	2134829986
Contact Name:	HYUN SOOK YANG OWNER
Contact Address:	1411 ECHO PARK AVE STE 102
Contact Address 2:	Not reported
Contact Telephone:	2134829986
Mailing Name:	Not reported
Mailing Address 1:	1411 ECHO PARK AVE STE 102
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900260000
Owner Fax:	2134829986
Region Code:	3

Name:	REGENCY CLEANERS
Address:	1411 ECHO PARK AVE STE 102
City,State,Zip:	LOS ANGELES, CA 900263300
EPA Id:	CAL000344553
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	07/06/2009
Facility Active:	No
Inactive Date:	06/30/2013
Facility Addr2:	Not reported
Owner Name:	KWI MOON. KANG
Owner Address:	1026 S OXFORD AVE UNIT 302
Owner Address 2:	Not reported
Owner Telephone:	2135989828
Contact Name:	KRIS KANG OWNER
Contact Address:	1026 S OXFORD AVE UNIT 302
Contact Address 2:	Not reported
Contact Telephone:	2135989828
Mailing Name:	Not reported
Mailing Address 1:	1411 ECHO PARK AVE STE 102
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900263300
Owner Fax:	0000000000
Region Code:	3

CERS:

Name:	ECHO PARK PLAZA
Address:	1411 ECHO PARK PLAZA
City,State,Zip:	LOS ANGELES, CA
Site ID:	202270
CERS ID:	SL0603767361
CERS Description:	Cleanup Program Site

86 WSW 1/2-1 0.549 mi. 2900 ft. | **TERMINIX 2828 LONDON STREET LOS ANGELES, CA 90026** | **ENVIROSTOR VCP** | **S105557623 N/A**

Relative: Lower

Actual: 345 ft.

ENVIROSTOR:

Name:	TERMINIX
Address:	2828 LONDON STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19070003
Status:	Active
Status Date:	01/07/2002
Site Code:	301061
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Manjul Bose
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	51
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.07633
Longitude:	-118.2755
APN:	5402008025, 5404-008-25
Past Use:	PESTICIDE/INSECTIDE/RODENTICIDE STORAGE
Potential COC:	* Pesticides - Wastes From Production
Confirmed COC:	* Pesticides - Wastes From Production
Potential Description:	SOIL
Alias Name:	MASTER PEST CONTROL, L.P.
Alias Type:	Alternate Name
Alias Name:	TERMINIX
Alias Type:	Alternate Name
Alias Name:	5402008025
Alias Type:	APN
Alias Name:	5404-008-25
Alias Type:	APN
Alias Name:	110033618994
Alias Type:	EPA (FRS #)
Alias Name:	301061
Alias Type:	Project Code (Site Code)
Alias Name:	19070003
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/10/2007
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

TERMINIX (Continued) **S105557623**

Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2002
Comments: VCA amendment signed for RAW 08/20/02.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/07/2002
Comments: A Voluntary Cleanup Agreement (VCA) between DTSC and Terminix was signed on January 7, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/25/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/11/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Request for Tribal Outreach
Completed Date: 10/18/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 04/23/2019
Comments: Sent via email

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pre-HARP Form
Completed Date: 05/20/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/13/2019
Comments: Response to Comments - 30 Day Public Comment Period

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/25/2008

TERMINIX (Continued) **S105557623**

Comments: Property remains the same.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2003
Comments: RAW was approved on 3/27/03. Proposed remediation activites consists of removing approximately 500 Cubic yards of soil. NOE was approved on 3/27/03. There were five written comments received on the Draft RAW. The comments were not substantial and did not resolt in changes to the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/02/2005
Comments: RA Completion Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/29/2009
Comments: VCA was sign with Gil Zahavi of Pil-Pel LLC on 4/29/2009

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/27/2002
Comments: DTSC awaiting submittal of Draft workplan. PEA completed. Additional work needed at site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2009
Comments: Letter sent notifying termination of VCA agreement with Terminix International Co. LP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/15/2009
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/30/2009
Comments: Armen Minassian visited site on PM's behalf.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 12/17/2009
Comments: No further comments from RP, RAW submitted.

Completed Area Name: PROJECT WIDE

TERMINIX (Continued) **S105557623**

Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 11/02/2017
Comments: Workplan Approved!

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/02/2018
Comments: Revised Report (January 2018) Approved. Next step RAW submittal

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 09/27/2018
Comments: Community Profile - 2018 version complete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 02/01/2003
Comments: Finalized & Completed in Feb 2003

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/01/2003
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/13/2019
Comments: RAW Approval Letter Sent - Further Action Required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 11/02/2018
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/02/2018
Comments: Completed. Published October 31, 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 03/13/2018
Comments: Community Update - For updating community profile - Sent March 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 01/23/2019

TERMINIX (Continued) **S105557623**

Comments: Supplemental Site Investigation - Pavement / Wipe Sampling Report - Accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 04/18/2019
Comments: Work Notice - Printed & given to line of sight neighbors.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 10/06/2010
Comments: VCA Amendment signed.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 07/14/2019
Schedule Revised Date: 12/14/2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Certification
Schedule Due Date: 07/15/2019
Schedule Revised Date: Not reported

VCP:
Name: TERMINIX
Address: 2828 LONDON STREET
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 19070003
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 0.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Manjul Bose
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Site Code: 301061
Assembly: 51
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: Active
Status Date: 01/07/2002
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.07633 / -118.2755
APN: 5402008025, 5404-008-25
Past Use: PESTICIDE/INSECTIDE/RODENTICIDE STORAGE

TERMINIX (Continued) **S105557623**

Potential COC: 10077
Confirmed COC: 10077
Potential Description: SOIL
Alias Name: MASTER PEST CONTROL, L.P.
Alias Type: Alternate Name
Alias Name: TERMINIX
Alias Type: Alternate Name
Alias Name: 5402008025
Alias Type: APN
Alias Name: 5404-008-25
Alias Type: APN
Alias Name: 110033618994
Alias Type: EPA (FRS #)
Alias Name: 301061
Alias Type: Project Code (Site Code)
Alias Name: 19070003
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/10/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 08/28/2002
Comments: VCA amendment signed for RAW 08/20/02.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/07/2002
Comments: A Voluntary Cleanup Agreement (VCA) between DTSC and Terminix was signed on January 7, 2002.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 04/25/2017
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 02/11/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

TERMINIX (Continued) **S105557623**

Completed Document Type: Request for Tribal Outreach
Completed Date: 10/18/2018
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 04/23/2019
Comments: Sent via email

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pre-HARP Form
Completed Date: 05/20/2019
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 03/13/2019
Comments: Response to Comments - 30 Day Public Comment Period

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/25/2008
Comments: Property remains the same.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/27/2003
Comments: RAW was approved on 3/27/03. Proposed remediation activites consists of removing approximately 500 Cubic yards of soil. NOE was approved on 3/27/03. There were five written comments received on the Draft RAW. The comments were not substantial and did not resolt in changes to the RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 05/02/2005
Comments: RA Completion Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/29/2009
Comments: VCA was sign with Gil Zahavi of Pil-Pel LLC on 4/29/2009

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 02/27/2002
Comments: DTSC awaiting submittal of Draft workplan. PEA completed. Additional work needed at site.

TERMINIX (Continued) **S105557623**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 05/27/2009
Comments: Letter sent notifying termination of VCA agreement with Terminix International Co. LP

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/15/2009
Comments: Workplan approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 07/30/2009
Comments: Armen Minassian visited site on PM's behalf.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 12/17/2009
Comments: No further comments from RP, RAW submitted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 11/02/2017
Comments: Workplan Approved!

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/02/2018
Comments: Revised Report (January 2018) Approved. Next step RAW submittal

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 09/27/2018
Comments: Community Profile - 2018 version complete

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 02/01/2003
Comments: Finalized & Completed in Feb 2003

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 01/01/2003
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

TERMINIX (Continued) **S105557623**

Completed Document Type: Removal Action Workplan
Completed Date: 03/13/2019
Comments: RAW Approval Letter Sent - Further Action Required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 11/02/2018
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/02/2018
Comments: Completed. Published October 31, 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 03/13/2018
Comments: Community Update - For updating community profile - Sent March 2018

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 01/23/2019
Comments: Supplemental Site Investigation - Pavement / Wipe Sampling Report - Accepted

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Work Notice
Completed Date: 04/18/2019
Comments: Work Notice - Printed & given to line of sight neighbors.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 10/06/2010
Comments: VCA Amendment signed.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 07/14/2019
Schedule Revised Date: 12/14/2019
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Certification
Schedule Due Date: 07/15/2019
Schedule Revised Date: Not reported

87 SSW 1/2-1 0.711 mi. 3753 ft. | **BELMONT NEW PRIMARY CENTER NO. 12**
LAKE STREET/ROSELAKE AVENUE
LOS ANGELES, CA 90026 | **ENVIROSTOR SCH** | **S107735904 N/A**

Relative: Lower

Actual: 368 ft.

ENVIROSTOR:

Name:	BELMONT NEW PRIMARY CENTER NO. 12
Address:	LAKE STREET/ROSELAKE AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19880022
Status:	No Further Action
Status Date:	10/10/2003
Site Code:	304310
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Asbestos Containing Materials (ACM Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	BELMONT NEW PRIMARY CENTER #12
Alias Type:	Alternate Name
Alias Name:	BELOMOT NEW PRIMARY CENTER #12
Alias Type:	Alternate Name
Alias Name:	BELOMOT NEW PRIMARY CENTER NO. 12
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PC # 12
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304310
Alias Type:	Project Code (Site Code)
Alias Name:	19880022
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/11/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

BELMONT NEW PRIMARY CENTER NO. 12 (Continued) **S107735904**

Completed Document Type: Phase 1
Completed Date: 07/10/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 09/30/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.14 Request
Completed Date: 08/05/2003
Comments: 4.14 request received post PEA and pre-SSI.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/10/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Name: BELMONT NEW PRIMARY CENTER NO. 12
Address: LAKE STREET/ROSELAKE AVENUE
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 19880022
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304310
Assembly: 53

BELMONT NEW PRIMARY CENTER NO. 12 (Continued) **S107735904**

Senate:	30
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	10/10/2003
Restricted Use:	NO
Funding:	School District
Latitude:	34.05227
Longitude:	-118.2527
APN:	NONE SPECIFIED
Past Use:	RESIDENTIAL AREA
Potential COC:	Asbestos Containing Materials (ACM, Lead
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	BELMONT NEW PRIMARY CENTER #12
Alias Type:	Alternate Name
Alias Name:	BELOMOT NEW PRIMARY CENTER #12
Alias Type:	Alternate Name
Alias Name:	BELOMOT NEW PRIMARY CENTER NO. 12
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PC # 12
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	304310
Alias Type:	Project Code (Site Code)
Alias Name:	19880022
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/11/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	07/10/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	09/30/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	4.14 Request
Completed Date:	08/05/2003
Comments:	4.14 request received post PEA and pre-SSI.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported

BELMONT NEW PRIMARY CENTER NO. 12 (Continued) **S107735904**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/10/2003
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

88
South
1/2-1
0.823 mi.
4345 ft.

IGLESIA NI CRISTO **ENVIROSTOR** **S109548376**
141 NORTH UNION AVENUE **VCP** **N/A**
LOS ANGELES, CA 90026

Relative:
Lower

Actual:
415 ft.

ENVIROSTOR:

Name:	IGLESIA NI CRISTO
Address:	141 NORTH UNION AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60001080
Status:	No Further Action
Status Date:	10/08/2009
Site Code:	301416
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Assembly:	51
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.06532
Longitude:	-118.2655
APN:	5159-008-025
Past Use:	NONE
Potential COC:	Lead
Confirmed COC:	Lead
Potential Description:	SOIL
Alias Name:	5159-008-025
Alias Type:	APN
Alias Name:	301416
Alias Type:	Project Code (Site Code)
Alias Name:	60001080
Alias Type:	Envirostor ID Number

IGLESIA NI CRISTO (Continued) **S109548376**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/15/2009
Comments:	NFA letter issued.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement Termination Notification
Completed Date:	10/08/2009
Comments:	NFA Issued. VCA Scope of work completed. CRU memo sent.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	07/29/2009
Comments:	Complete

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/05/2009
Comments:	NFA letter sent. CRU memo sent.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Name:	IGLESIA NI CRISTO
Address:	141 NORTH UNION AVENUE
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60001080
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Rita Kamat
Division Branch:	Cleanup Chatsworth
Site Code:	301416
Assembly:	51
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action

IGLESIA NI CRISTO (Continued) **S109548376**

Status Date:	10/08/2009
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.06532 / -118.2655
APN:	5159-008-025
Past Use:	NONE
Potential COC:	30013
Confirmed COC:	30013
Potential Description:	SOIL
Alias Name:	5159-008-025
Alias Type:	APN
Alias Name:	301416
Alias Type:	Project Code (Site Code)
Alias Name:	60001080
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/15/2009
Comments:	NFA letter issued.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement Termination Notification
Completed Date:	10/08/2009
Comments:	NFA Issued. VCA Scope of work completed. CRU memo sent.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	07/29/2009
Comments:	Complete

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/05/2009
Comments:	NFA letter sent. CRU memo sent.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

89
West
1/2-1
0.833 mi.
4397 ft.

Relative:
Lower

Actual:
312 ft.

BELMONT NEW P C NO 1
610 MICHELTORENA ST
LOS ANGELES, CA 90026

RCRA-SQG
ENVIROSTOR
SCH
FINDS
ECHO
HAZNET
CERS

1006805468
CAR000128090

RCRA-SQG:

Date form received by agency:	2002-09-12 00:00:00.0
Facility name:	BELMONT NEW P C NO 1
Facility address:	610 MICHELTORENA ST LOS ANGELES, CA 90026
EPA ID:	CAR000128090
Mailing address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact:	SOE AUNG
Contact address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Contact country:	US
Contact telephone:	213-743-5086
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	L A UNIFIED SCHOOL DISTRICT
Owner/operator address:	1449 S SAN PEDRO ST LOS ANGELES, CA 90015
Owner/operator country:	Not reported
Owner/operator telephone:	213-743-5086
Owner/operator email:	Not reported
Owner/operator fax:	Not reported
Owner/operator extension:	Not reported
Legal status:	District
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No

BELMONT NEW P C NO 1 (Continued) **1006805468**

Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 2002-09-12 00:00:00.0
Site name: BELMONT NEW P C NO 1
Classification: Small Quantity Generator

Hazardous Waste Summary:

. Waste code: D000
. Waste name: Not Defined

. Waste code: D008
. Waste name: LEAD

Violation Status: No violations found

ENVIROSTOR:
Name: BELMONT PRIMARY CENTER NO. 1
Address: 610 NORTH MICHELTORENA STREET
City,State,Zip: LOS ANGELES, CA 90026
Facility ID: 19820049
Status: No Further Action
Status Date: 09/07/2001
Site Code: 304132
Site Type: School Investigation
Site Type Detailed: School
Acres: 1.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 51
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: School District
Latitude: 34.07937
Longitude: -118.2803
APN: 5401015900
Past Use: * EDUCATIONAL SERVICES
Potential COC: Lead Methane
Confirmed COC: NONE SPECIFIED
Potential Description: NMA
Alias Name: BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1
Alias Type: Alternate Name
Alias Name: LAUSD-BELMONT PRIMARY CENTER #1/VCA
Alias Type: Alternate Name
Alias Name: LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type: Alternate Name
Alias Name: 5401015900

BELMONT NEW P C NO 1 (Continued) **1006805468**

Alias Type: APN
Alias Name: 304029
Alias Type: Project Code (Site Code)
Alias Name: 304132
Alias Type: Project Code (Site Code)
Alias Name: 19820049
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Belmont Primary Center #1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/04/2000
Comments: DTSC approved the Phase I with a PEAR determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/20/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported

BELMONT NEW P C NO 1 (Continued) **1006805468**

Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	BELMONT PRIMARY CENTER NO. 1
Address:	610 NORTH MICHELTORENA STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	19820049
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	1.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304132
Assembly:	51
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	09/07/2001
Restricted Use:	NO
Funding:	School District
Latitude:	34.07937
Longitude:	-118.2803
APN:	5401015900
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	Lead, Lead, Methane
Confirmed COC:	NONE SPECIFIED
Potential Description:	NMA
Alias Name:	BELMONT PRIMARY CENTER #1
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PRIMARY CENTER #1
Alias Type:	Alternate Name
Alias Name:	LAUSD-BELMONT PRIMARY CENTER #1/VCA
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	5401015900
Alias Type:	APN
Alias Name:	304029
Alias Type:	Project Code (Site Code)
Alias Name:	304132
Alias Type:	Project Code (Site Code)
Alias Name:	19820049
Alias Type:	Envirostor ID Number

Completed Info:

BELMONT NEW P C NO 1 (Continued) **1006805468**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: LAUSD MASTER OVERSIGHT AGREEMENT (DOCKET NO. HSA-A 99/00-051) EXECUTED ON 2/10/00. As part of the Master Oversight Agreement between DTSC and the Los Angeles Unified School District (LAUSD), DTSC will provide oversight for a Preliminary Endangerment Assessment (PEA) for the proposed Belmont Primary Center #1 site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 05/17/2002
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 09/07/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 05/24/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/20/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/04/2000
Comments: DTSC approved the Phase I with a PEAR determination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 06/20/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

BELMONT NEW P C NO 1 (Continued) **1006805468**

FINDS:

Registry ID: 110013293024

Environmental Interest/Information System
California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1006805468
Registry ID:	110013293024
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110013293024

HAZNET:

Name:	LAUSD/ BELMONT NEW P C NO 1
Address:	610 MICHELTORENA ST
City,State,Zip:	LOS ANGELES, CA 90026
Year:	2005
GEPAID:	CAR000128090
Contact:	SOE AUNG
Telephone:	2137455939
Mailing Name:	Not reported
Mailing Address:	333 S BEAUNDRY AVE 28TH FLR
Mailing City,St,Zip:	LOS ANGELES, CA 900170000
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Tons:	0.19
CA Waste Code:	221-Waste oil and mixed oil
Method:	R01-Recycler
Facility County:	Los Angeles

CERS:

Name:	BELMONT PRIMARY CENT
Address:	610 NORTH MICHELTORENA STREET
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	335044
CERS ID:	19820049
CERS Description:	School Investigation

Affiliation:

Affiliation Type Desc:	Supervisor
Entity Name:	JAVIER HINOJOSA

BELMONT NEW P C NO 1 (Continued) **1006805468**

Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

---

90 SE 1/2-1 0.969 mi. 5115 ft. | **PLASENCIA ELEMENTARY SCHOOL**
1321 CORTEZ STREET
LOS ANGELES, CA 90026 | **ENVIROSTOR SCH EMI CERS** | **S100939210 N/A**

Relative: Lower

Actual: 440 ft.

ENVIROSTOR:

Name:	PLASENCIA ELEMENTARY SCHOOL
Address:	1321 CORTEZ STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60000055
Status:	Inactive - Needs Evaluation
Status Date:	01/07/2000
Site Code:	304008
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	6
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	51
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.06556
Longitude:	-118.2557
APN:	5160007910
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	PLASENCIA ELEM/PLASENCIA MAGNET SCH
Alias Type:	Alternate Name
Alias Name:	5160007910
Alias Type:	APN
Alias Name:	304008
Alias Type:	Project Code (Site Code)
Alias Name:	60000055
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement

PLASENCIA ELEMENTARY SCHOOL (Continued) **S100939210**

Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Name:	PLASENCIA ELEMENTARY SCHOOL
Address:	1321 CORTEZ STREET
City,State,Zip:	LOS ANGELES, CA 90026
Facility ID:	60000055
Site Type:	School Investigation
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	6
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304008
Assembly:	51
Senate:	24
Special Program Status:	Not reported
Status:	Inactive - Needs Evaluation
Status Date:	01/07/2000
Restricted Use:	NO
Funding:	School District
Latitude:	34.06556
Longitude:	-118.2557
APN:	5160007910
Past Use:	* EDUCATIONAL SERVICES
Potential COC:	NONE SPECIFIED
Confirmed COC:	NONE SPECIFIED
Potential Description:	NONE SPECIFIED
Alias Name:	PLASENCIA ELEM/PLASENCIA MAGNET SCH
Alias Type:	Alternate Name
Alias Name:	5160007910
Alias Type:	APN
Alias Name:	304008
Alias Type:	Project Code (Site Code)
Alias Name:	60000055
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

PLASENCIA ELEMENTARY SCHOOL (Continued) **S100939210**

Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

EMI:

Name:	LA UNI SCH DIST, PLASENCIA ELE
Address:	1321 CORTEZ ST
City,State,Zip:	LOS ANGELES, CA 900260000
Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	72821
Air District Name:	SC
SIC Code:	8211
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers and Smllr Tons/Yr:	0

CERS:

Name:	PLASENCIA ELEMENTARY
Address:	1321 CORTEZ STREET
City,State,Zip:	LOS ANGELES, CA 90026
Site ID:	341514
CERS ID:	60000055
CERS Description:	School Investigation

Affiliation:

Affiliation Type Desc:	Supervisor
Entity Name:	SHAHIR HADDAD
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	S120714330	LINK STATION US PROJECT	800 NORTH UNION STATION	90012	ENVIROSTOR, VCP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: N/A
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 04/03/2019
Date Data Arrived at EDR: 04/05/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/04/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report
CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators
RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 08/13/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 14

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/13/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 57

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks
California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)
Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 04/12/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 07/02/2019
Date Data Arrived at EDR: 10/16/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 8

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/16/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 20

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 58

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 08/27/2019
Date Data Arrived at EDR: 08/28/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 75

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/16/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/11/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 79

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/02/2019
Date Data Arrived at EDR: 10/22/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 20

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/08/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 04/12/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 80

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties
Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/23/2019
Date Data Arrived at EDR: 09/24/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 43

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/03/2019
Date Data Arrived at EDR: 06/04/2019
Date Made Active in Reports: 08/26/2019
Number of Days to Update: 83

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 59

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 03/26/2019
Date Data Arrived at EDR: 03/27/2019
Date Made Active in Reports: 04/30/2019
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/01/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category 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 and safety or the environment they pose.

Date of Government Version: 07/29/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site 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. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 06/11/2019
Date Data Arrived at EDR: 06/13/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 82

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/11/2019
Number of Days to Update: 70

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. 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 deed restrictions that are active. Some sites have multiple deed restrictions. 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.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System
Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 89

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System
California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 58

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)
Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)
Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 113

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 05/15/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 79

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/07/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/11/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 06/24/2019
Date Data Arrived at EDR: 06/26/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 89

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/08/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/23/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 04/24/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 106

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/23/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 04/25/2019
Date Data Arrived at EDR: 05/02/2019
Date Made Active in Reports: 05/23/2019
Number of Days to Update: 21

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 09/05/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 18

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 03/20/2019
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/14/2019
Number of Days to Update: 34

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 10/07/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/20/2019
Date Data Arrived at EDR: 06/20/2019
Date Made Active in Reports: 08/08/2019
Number of Days to Update: 49

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 11/06/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 09/03/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/06/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 85

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2019
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 78

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/06/2019
Next Scheduled EDR Contact: 01/19/2020
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/21/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 82

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/15/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites
A listing of former lead smelter site locations.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 35

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites
A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)
The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data
A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File
Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/27/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 76

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/27/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Semi-Annually

MINES VIOLATIONS: MSHA Violation Assessment Data
Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 06/06/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 140

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/10/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 37

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/10/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/03/2019
Date Data Arrived at EDR: 06/05/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 90

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 01/17/2019
Date Made Active in Reports: 04/01/2019
Number of Days to Update: 74

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/10/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information
ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 07/06/2019
Date Data Arrived at EDR: 07/09/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 85

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 10/08/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing
A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing
This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 83

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan
Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List
The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/23/2019
Date Data Arrived at EDR: 09/24/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 43

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/24/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA Facility Listing
Cupa facilities

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 68

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing
list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 09/27/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities
A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/28/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 55

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Annually

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 08/28/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/24/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 59

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/18/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/22/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 66

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 10/30/2019
Next Scheduled EDR Contact: 02/02/2020
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 69

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 05/29/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 54

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/19/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/02/2019
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/07/2019
Date Data Arrived at EDR: 10/08/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 30

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/08/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/13/2019
Date Made Active in Reports: 10/16/2019
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/12/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/16/2019
Date Data Arrived at EDR: 09/18/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 49

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 11/18/2019
Number of Days to Update: 90

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 08/20/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/11/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 58

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 08/21/2019
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/22/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/09/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/01/2019
Number of Days to Update: 53

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Varies

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3

Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 08/30/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST ALAMEDA: Underground Tanks
Underground storage tank sites located in Alameda county.

Date of Government Version: 10/02/2019
Date Data Arrived at EDR: 10/03/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/10/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 51

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 08/05/2019
Date Data Arrived at EDR: 08/07/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 63

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/23/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/20/2019
Date Data Arrived at EDR: 08/23/2019
Date Made Active in Reports: 10/22/2019
Number of Days to Update: 60

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 68

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 09/06/2019
Date Data Arrived at EDR: 09/12/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 49

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 07/11/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 71

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/08/2019
Date Data Arrived at EDR: 07/10/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 72

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 10/30/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 06/04/2018
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/06/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 63

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 08/16/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/15/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/22/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/12/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/26/2019
Date Data Arrived at EDR: 10/04/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 34

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 71

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/16/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 01/15/2019
Date Made Active in Reports: 03/07/2019
Number of Days to Update: 51

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills
This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 04/30/2012
Date Data Arrived at EDR: 04/17/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 42

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 10/18/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory
A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory
A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/27/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/15/2019
Date Data Arrived at EDR: 07/17/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 19

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 06/27/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 64

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/22/2019
Date Data Arrived at EDR: 08/26/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 64

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 09/25/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 05/30/2019
Date Made Active in Reports: 07/22/2019
Number of Days to Update: 53

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 08/21/2019
Date Data Arrived at EDR: 09/03/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 58

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/25/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 62

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 09/30/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/23/2019
Date Data Arrived at EDR: 07/30/2019
Date Made Active in Reports: 10/02/2019
Number of Days to Update: 64

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/07/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/09/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 61

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 08/06/2019
Date Made Active in Reports: 10/09/2019
Number of Days to Update: 64

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/05/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 61

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/20/2019
Number of Days to Update: 71

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 07/10/2019
Date Data Arrived at EDR: 07/11/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 74

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/16/2019
Next Scheduled EDR Contact: 12/30/2019
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/06/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 37

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/07/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 11/08/2019
Number of Days to Update: 38

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 07/16/2019
Date Data Arrived at EDR: 07/16/2019
Date Made Active in Reports: 09/24/2019
Number of Days to Update: 70

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/04/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 62

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 09/04/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/16/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 69

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 08/01/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 67

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/11/2019
Next Scheduled EDR Contact: 12/29/2019
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/03/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 11/05/2019
Number of Days to Update: 57

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/05/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 08/14/2019
Date Data Arrived at EDR: 08/20/2019
Date Made Active in Reports: 10/18/2019
Number of Days to Update: 59

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/21/2019
Next Scheduled EDR Contact: 12/09/2019
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 07/30/2019
Date Data Arrived at EDR: 08/02/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 67

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 10/31/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 08/28/2019
Date Data Arrived at EDR: 08/30/2019
Date Made Active in Reports: 10/29/2019
Number of Days to Update: 60

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 06/18/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 07/24/2019
Number of Days to Update: 29

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/01/2019
Date Data Arrived at EDR: 10/02/2019
Date Made Active in Reports: 11/07/2019
Number of Days to Update: 36

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/19/2019
Next Scheduled EDR Contact: 01/06/2020
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 07/18/2019
Date Data Arrived at EDR: 07/18/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 70

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/28/2019
Next Scheduled EDR Contact: 01/27/2020
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 08/29/2019
Date Data Arrived at EDR: 09/03/2019
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 64

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/28/2019
Next Scheduled EDR Contact: 12/16/2019
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 05/20/2019
Date Data Arrived at EDR: 05/21/2019
Date Made Active in Reports: 07/18/2019
Number of Days to Update: 58

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 07/19/2019
Date Data Arrived at EDR: 07/23/2019
Date Made Active in Reports: 09/26/2019
Number of Days to Update: 65

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 08/12/2019
Date Data Arrived at EDR: 08/14/2019
Date Made Active in Reports: 10/17/2019
Number of Days to Update: 64

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 11/04/2019
Next Scheduled EDR Contact: 02/17/2020
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/17/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 63

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/25/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/07/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 05/29/2019
Date Data Arrived at EDR: 07/29/2019
Date Made Active in Reports: 09/30/2019
Number of Days to Update: 63

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/21/2019
Next Scheduled EDR Contact: 02/03/2020
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 07/26/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/09/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 09/25/2019
Date Data Arrived at EDR: 10/01/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 30

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 09/25/2019
Next Scheduled EDR Contact: 01/13/2020
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 07/26/2019
Date Data Arrived at EDR: 07/31/2019
Date Made Active in Reports: 10/08/2019
Number of Days to Update: 69

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/25/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 05/14/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 08/05/2019
Number of Days to Update: 83

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/11/2019
Next Scheduled EDR Contact: 02/24/2020
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/02/2019
Next Scheduled EDR Contact: 01/20/2020
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 05/01/2019
Date Made Active in Reports: 06/21/2019
Number of Days to Update: 51

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/29/2019
Next Scheduled EDR Contact: 02/10/2020
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/09/2019
Next Scheduled EDR Contact: 12/07/2020
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/14/2019
Next Scheduled EDR Contact: 03/02/2020
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/06/2019
Next Scheduled EDR Contact: 12/23/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

2231 SUNSET BOUELVARD
2231 SUNSET BOUELVARD
LOS ANGELES, CA 90026

TARGET PROPERTY COORDINATES

Latitude (North):	34.078387 - 34˚ 4' 42.19''
Longitude (West):	118.265819 - 118˚ 15' 56.95''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	383205.7
UTM Y (Meters):	3771375.8
Elevation:	443 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5630741 HOLLYWOOD, CA
Version Date:	2012
East Map:	5630795 LOS ANGELES, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

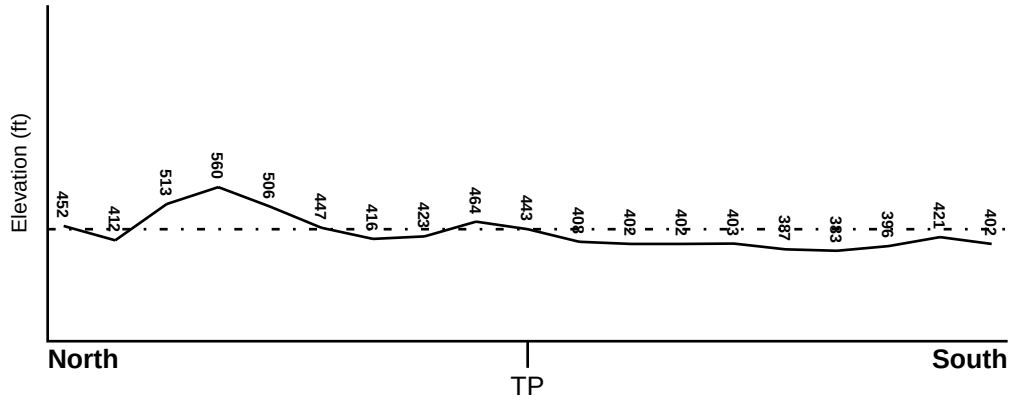
TOPOGRAPHIC INFORMATION

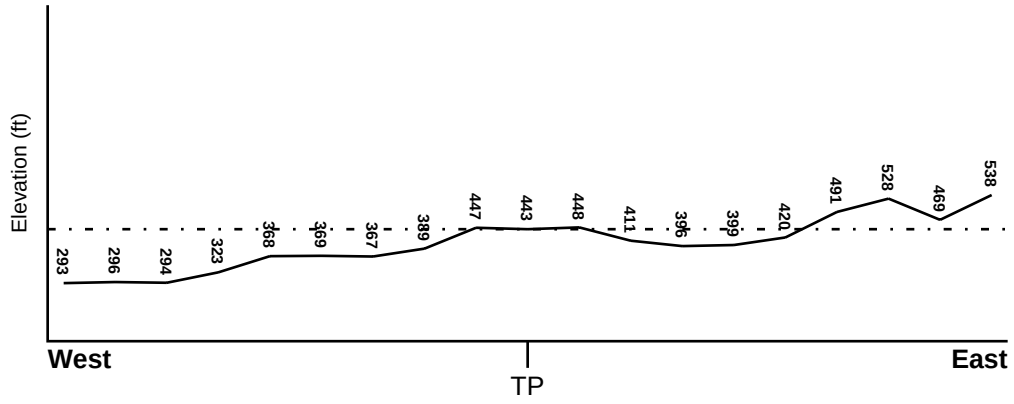
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 443 ft.

0 1/2 1 Miles

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06037C1610F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06037C1628F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
HOLLYWOOD	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Tertiary
Series:	Miocene
Code:	Tm *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name:	HAMBRIGHT
Soil Surface Texture:	gravelly - loam
Hydrologic Group:	Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.
Soil Drainage Class:	Well drained. Soils have intermediate water holding capacity. Depth to water table is more than 6 feet.

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel:	MODERATE
Depth to Bedrock Min:	> 10 inches
Depth to Bedrock Max:	> 20 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	7 inches	gravelly - loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
2	7 inches	16 inches	very gravelly - loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel. COARSE-GRAINED SOILS, Gravels, Gravels with fines, Clayey Gravel.	Max: 2.00 Min: 0.60	Max: 7.30 Min: 6.10
3	16 inches	20 inches	unweathered bedrock	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Surficial Soil Types: loam
silty clay loam
shaly - clay loam
sandy loam
clay
loamy sand
clay loam

Shallow Soil Types: silty clay

Deeper Soil Types: weathered bedrock
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

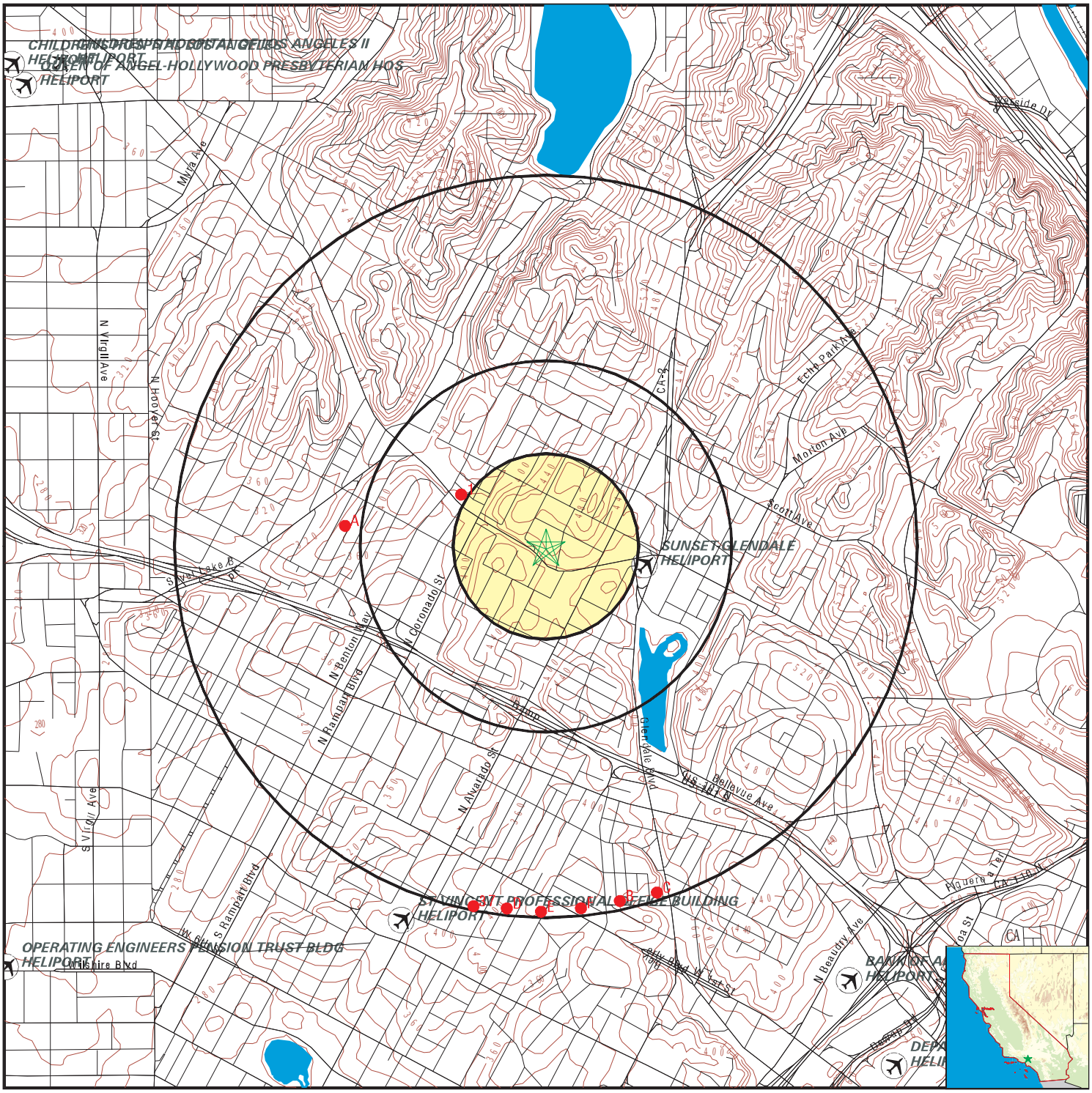
STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CAOG13000005604	1/4 - 1/2 Mile WNW
A2	CAOG13000133917	1/2 - 1 Mile West
A3	CAOG13000133916	1/2 - 1 Mile West
B4	CAOG13000134635	1/2 - 1 Mile South
B5	CAOG13000133688	1/2 - 1 Mile SSE
C6	CAOG13000134021	1/2 - 1 Mile SSE
B7	CAOG13000134271	1/2 - 1 Mile SSE
B8	CAOG13000133741	1/2 - 1 Mile South
D9	CAOG13000133972	1/2 - 1 Mile South
B10	CAOG13000133702	1/2 - 1 Mile SSE
E11	CAOG13000133740	1/2 - 1 Mile South
B12	CAOG13000134653	1/2 - 1 Mile South
F13	CAOG13000134672	1/2 - 1 Mile South
D14	CAOG13000133947	1/2 - 1 Mile South

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
C15	CAOG13000134019	1/2 - 1 Mile SSE
C16	CAOG13000134022	1/2 - 1 Mile SSE
B17	CAOG13000134429	1/2 - 1 Mile South
C18	CAOG13000134174	1/2 - 1 Mile SSE
D19	CAOG13000133949	1/2 - 1 Mile South
B20	CAOG13000134658	1/2 - 1 Mile SSE
E21	CAOG13000133952	1/2 - 1 Mile South
C22	CAOG13000134403	1/2 - 1 Mile SSE
E23	CAOG13000133850	1/2 - 1 Mile South
F24	CAOG13000134575	1/2 - 1 Mile South
D25	CAOG13000134402	1/2 - 1 Mile South
C26	CAOG13000133696	1/2 - 1 Mile SSE
B27	CAOG13000134572	1/2 - 1 Mile SSE
B28	CAOG13000133687	1/2 - 1 Mile SSE
D29	CAOG13000133946	1/2 - 1 Mile South
F30	CAOG13000134574	1/2 - 1 Mile South
F31	CAOG13000134656	1/2 - 1 Mile South
D32	CAOG13000133951	1/2 - 1 Mile South
C33	CAOG13000134246	1/2 - 1 Mile SSE
B34	CAOG13000133900	1/2 - 1 Mile SSE
C35	CAOG13000134297	1/2 - 1 Mile SSE
D36	CAOG13000134790	1/2 - 1 Mile South
37	CAOG13000134629	1/2 - 1 Mile SSW
B38	CAOG13000133699	1/2 - 1 Mile SSE
E39	CAOG13000133851	1/2 - 1 Mile South
E40	CAOG13000133954	1/2 - 1 Mile South
C41	CAOG13000134046	1/2 - 1 Mile SSE
C42	CAOG13000134093	1/2 - 1 Mile SSE
D43	CAOG13000133953	1/2 - 1 Mile South
D44	CAOG13000134595	1/2 - 1 Mile South
E45	CAOG13000133853	1/2 - 1 Mile South
B46	CAOG13000134654	1/2 - 1 Mile South
B47	CAOG13000133878	1/2 - 1 Mile South
B48	CAOG13000133879	1/2 - 1 Mile South

PHYSICAL SETTING SOURCE MAP - 5874603.2s



County Boundary
Major Roads
Contour Lines
Earthquake Fault Lines
Airports
Earthquake epicenter, Richter 5 or greater
Water Wells
Public Water Supply Wells
Cluster of Multiple Icons

Groundwater Flow Direction
GI Indeterminate Groundwater Flow at Location
GV Groundwater Flow Varies at Location
HD Closest Hydrogeological Data
Oil, gas or related wells

SITE NAME: 2231 Sunset Bouelvard	CLIENT: Stantec
ADDRESS: 2231 Sunset Bouelvard Los Angeles CA 90026	CONTACT: Alicia Jansen
LAT/LONG: 34.078387 / 118.265819	INQUIRY #: 5874603.2s
	DATE: November 19, 2019 11:39 am

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance	Database	EDR ID Number

1
WNW
1/4 - 1/2 Mile

OIL_GAS **CAOG13000005604**

API #:	0403705178	Well #:	A-1
Well Status:	Plugged	Well Type:	DH
Operator Name:	Atlantic Richfield Company		
Lease Name:	Silver Lake Comm.	Field Name:	Any Field
Area Name:	Any Area	GIS Source:	hud
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

A2
West
1/2 - 1 Mile

OIL_GAS **CAOG13000133917**

API #:	0403723875	Well #:	2A
Well Status:	Plugged	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

A3
West
1/2 - 1 Mile

OIL_GAS **CAOG13000133916**

API #:	0403723874	Well #:	1A
Well Status:	Plugged	Well Type:	OG
Operator Name:	H. Rogalske	Lease Name:	Lease by H. Rogalske
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B4
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134635**

API #:	0403726109	Well #:	31
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

B5
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133688**

API #:	0403718985	Well #:	9
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Ferguson
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C6
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134021**

API #:	0403725486	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. Elton	Lease Name:	Lease by Chas. Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B7
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134271**

API #:	0403725744	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	K. W. Wing	Lease Name:	Lease by K. W. Wing
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B8
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133741**

API #:	0403719039	Well #:	12
Well Status:	Plugged	Well Type:	OG
Operator Name:	Manley Energy Resources LLC		
Lease Name:	MOC	Field Name:	Los Angeles City
Area Name:	Any Area	GIS Source:	GPS
Confidential Well:	N	Directionally Drilled:	N
SPUD Date:	Not Reported		

Map ID Direction Distance	Database	EDR ID Number

D9
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133972**

API #:	0403725437	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Burlington Oil Co.	Lease Name:	Lease by Burlington Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B10
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133702**

API #:	0403718999	Well #:	30
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Wing
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E11
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133740**

API #:	0403719038	Well #:	1
Well Status:	Plugged	Well Type:	OG
Operator Name:	Wat Khmer Temple*	Lease Name:	Marko
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B12
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134653**

API #:	0403726127	Well #:	35
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

F13
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134672**

API #:	0403726146	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	W & P.C. Mellena	Lease Name:	Mellena
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D14
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133947**

API #:	0403725412	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Alliance Oil Co.	Lease Name:	Lease by Alliance Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C15
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134019**

API #:	0403725484	Well #:	3A
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. Elton	Lease Name:	Lease by Chas. Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C16
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134022**

API #:	0403725487	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Chas. Elton	Lease Name:	Lease by Chas. Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

B17
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134429**

API #:	0403725902	Well #:	6B
Well Status:	Idle	Well Type:	OG
Operator Name:	Manley Oil Co.	Lease Name:	Lease by Manley Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C18
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134174**

API #:	0403725645	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Geo. Lawrence	Lease Name:	Lease by Geo. Lawrence
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D19
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133949**

API #:	0403725414	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Alliance Oil Co.	Lease Name:	Lease by Alliance Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B20
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134658**

API #:	0403726132	Well #:	32A
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

E21
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133952**

API #:	0403725417	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C22
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134403**

API #:	0403725876	Well #:	11
Well Status:	Idle	Well Type:	OG
Operator Name:	Little Napoleon Oil Co.	Lease Name:	Lease by Little Napoleon Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E23
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133850**

API #:	0403719172	Well #:	4
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F24
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134575**

API #:	0403726048	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Richard Green	Lease Name:	Lease by Richard Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

D25
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134402**

API #:	0403725875	Well #:	12
Well Status:	Idle	Well Type:	OG
Operator Name:	Little Napoleon Oil Co.	Lease Name:	Lease by Little Napoleon Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C26
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133696**

API #:	0403718993	Well #:	14
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Lawrence
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B27
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134572**

API #:	0403726045	Well #:	20
Well Status:	Idle	Well Type:	OG
Operator Name:	Philip H. McAlmond	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B28
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133687**

API #:	0403718984	Well #:	11
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	Elton
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

	Database	EDR ID Number
D29 **South** **1/2 - 1 Mile**	**OIL_GAS**	**CAOG13000133946**

API #:	0403725411	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Alliance Oil Co.	Lease Name:	Lease by Alliance Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F30 **South** **1/2 - 1 Mile**	**OIL_GAS**	**CAOG13000134574**

API #:	0403726047	Well #:	2
Well Status:	Idle	Well Type:	OG
Operator Name:	Richard Green	Lease Name:	Lease by Richard Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

F31 **South** **1/2 - 1 Mile**	**OIL_GAS**	**CAOG13000134656**

API #:	0403726130	Well #:	33A
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D32 **South** **1/2 - 1 Mile**	**OIL_GAS**	**CAOG13000133951**

API #:	0403725416	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

C33
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134246**

API #:	0403725719	Well #:	5
Well Status:	Idle	Well Type:	OG
Operator Name:	I. W. Shirley	Lease Name:	Lease by I. W. Shirley
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B34
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133900**

API #:	0403725044	Well #:	30
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C35
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134297**

API #:	0403725770	Well #:	13
Well Status:	Idle	Well Type:	OG
Operator Name:	Knight & Sons	Lease Name:	Lease by Knight & Sons
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D36
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134790**

API #:	0403726264	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Jesse Yarnell	Lease Name:	Lease by Jesse Yarnell
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID Direction Distance	Database	EDR ID Number

37
SSW
1/2 - 1 Mile

OIL_GAS **CAOG13000134629**

API #:	0403726103	Well #:	61
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B38
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000133699**

API #:	0403718996	Well #:	12
Well Status:	Plugged	Well Type:	OG
Operator Name:	E. A. Clampitt Co	Lease Name:	M.Z.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E39
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133851**

API #:	0403719173	Well #:	5
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

E40
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133954**

API #:	0403725419	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

	Database	EDR ID Number

C41
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134046**

API #:	0403725516	Well #:	3
Well Status:	Idle	Well Type:	OG
Operator Name:	C. J. George	Lease Name:	Lease by C. J. George
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

C42
SSE
1/2 - 1 Mile

OIL_GAS **CAOG13000134093**

API #:	0403725563	Well #:	10
Well Status:	Idle	Well Type:	OG
Operator Name:	Combined Oil & Land Co.	Lease Name:	Lease by Combined Oil & Land Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D43
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133953**

API #:	0403725418	Well #:	4
Well Status:	Idle	Well Type:	OG
Operator Name:	Alpha Oil Co.	Lease Name:	Lease by Alpha Oil Co.
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

D44
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134595**

API #:	0403726069	Well #:	1
Well Status:	Idle	Well Type:	OG
Operator Name:	S. McLauren	Lease Name:	Lease by S. McLauren
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

Map ID
Direction
Distance

Database | EDR ID Number

E45
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133853**

API #:	0403719175	Well #:	7
Well Status:	Plugged	Well Type:	OG
Operator Name:	Calvin C. Green	Lease Name:	Lease by Calvin C. Green
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B46
South
1/2 - 1 Mile

OIL_GAS **CAOG13000134654**

API #:	0403726128	Well #:	34
Well Status:	Idle	Well Type:	OG
Operator Name:	Union Consolidated Crude Oil Co.		
Lease Name:	Lease by Union Consolidated Crude Oil Co.		
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	hud	Confidential Well:	N
Directionally Drilled:	N	SPUD Date:	Not Reported

B47
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133878**

API #:	0403723036	Well #:	6
Well Status:	Active	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	Not Reported

B48
South
1/2 - 1 Mile

OIL_GAS **CAOG13000133879**

API #:	0403723037	Well #:	7
Well Status:	Active	Well Type:	OG
Operator Name:	PS126 Investments, LLC	Lease Name:	McAlmond
Field Name:	Los Angeles City	Area Name:	Any Area
GIS Source:	GPS	Confidential Well:	N
Directionally Drilled:	Y	SPUD Date:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90026	39	4

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

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Appendix E HISTORICAL RECORDS

2231 Sunset Bouelvard

2231 Sunset Bouelvard

Los Angeles, CA 90026

Inquiry Number: 5874603.3

November 19, 2019

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

11/19/19

Site Name:	Client Name:
2231 Sunset Bouelvard	Stantec
2231 Sunset Bouelvard	735 E. Carnegie Drive, Suite 280
Los Angeles, CA 90026	SAN BERNARDINO, CA 92408
EDR Inquiry # 5874603.3	Contact: Alicia Jansen

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Stantec were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 9A06-4FC2-80A0

PO # 185804643

Project NA

Maps Provided:

1970	1950
1969	1919
1968	1906
1966	
1961	
1960	
1957	
1953	

Sanborn® Library search results

Certification #: 9A06-4FC2-80A0

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✔ Library of Congress
- ✔ University Publications of America
- ✔ EDR Private Collection

The Sanborn Library LLC Since 1866™

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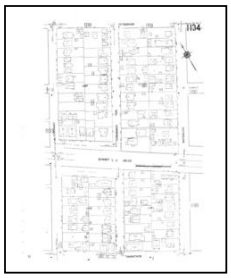
Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1970 Source Sheets



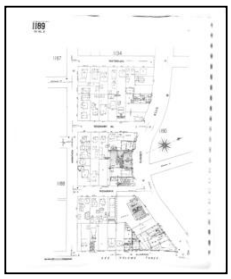
Volume 11, Sheet 1134
1970

Volume 11, Sheet 1189
1970

Volume 11, Sheet 1190
1970

1969 Source Sheets

Volume 11, Sheet 1134
1969



Volume 11, Sheet 1189
1969

Volume 11, Sheet 1190
1969

1968 Source Sheets

Volume 11, Sheet 1134
1968

Volume 11, Sheet 1189
1968

Volume 11, Sheet 1190
1968

1966 Source Sheets

Volume 11, Sheet 1134
1966

Volume 11, Sheet 1189
1966

Volume 11, Sheet 1190
1966

Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.

1961 Source Sheets

Volume 11, Sheet 1134
1961

Volume 11, Sheet 1189
1961

Volume 11, Sheet 1190
1961

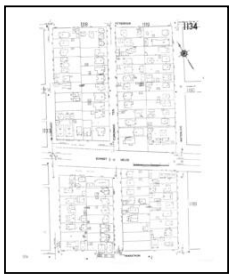
1960 Source Sheets

Volume 11, Sheet 1134
1960

Volume 11, Sheet 1189
1960

Volume 11, Sheet 1190
1960

1957 Source Sheets

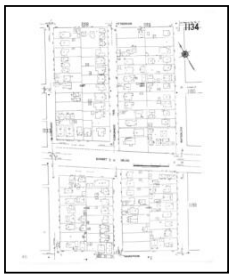


Volume 11, Sheet 1134
1957

Volume 11, Sheet 1189
1957

Volume 11, Sheet 1190
1957

1953 Source Sheets



Volume 11, Sheet 1134
1953

Volume 11, Sheet 1189
1953

Volume 11, Sheet 1190
1953

Volume 11, Sheet 1134
1953

Sanborn Sheet Key

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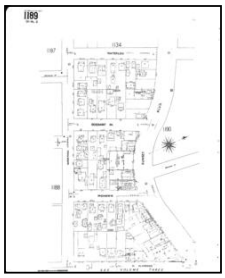
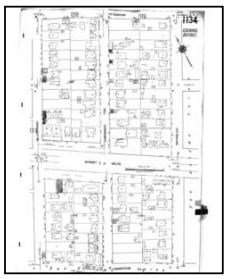
1953 Source Sheets



Volume 11, Sheet 1189
1953

Volume 11, Sheet 1191
1953

1950 Source Sheets



Volume 11, Sheet 1134
1950

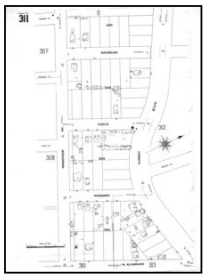
Volume 3, Sheet 311
1950

Volume 3, Sheet 312
1950

1919 Source Sheets

Volume 11, Sheet 1134
1919

1906 Source Sheets

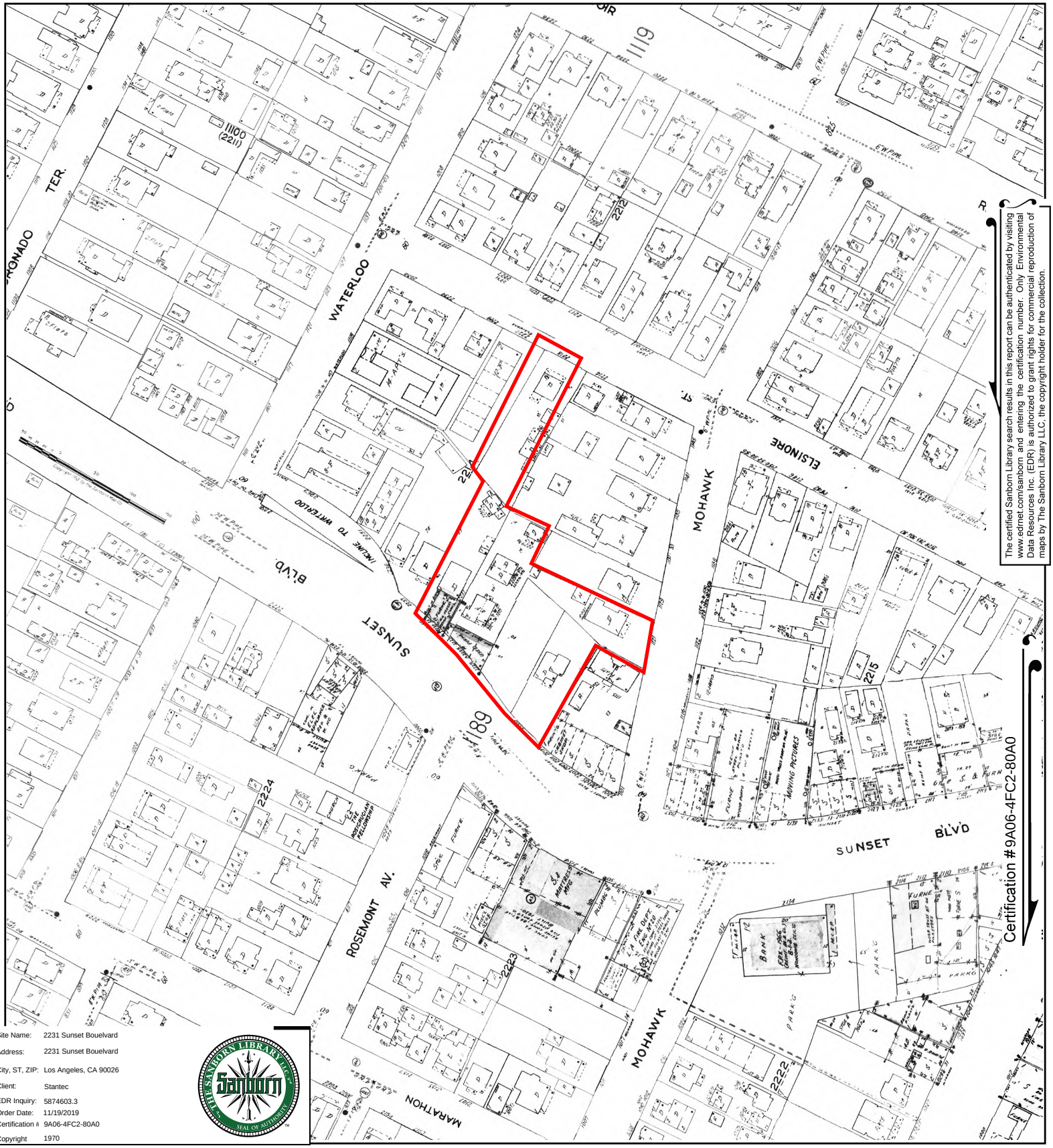


Volume 3, Sheet 311
1906

Volume 3, Sheet 312
1906

Certified Sanborn® Map

1970



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City, ST, ZIP:	Los Angeles, CA 90026
Client:	Stantec
EDR Inquiry:	5874603.3
Order Date:	11/19/2019
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Copyright	1970

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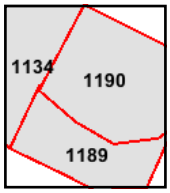


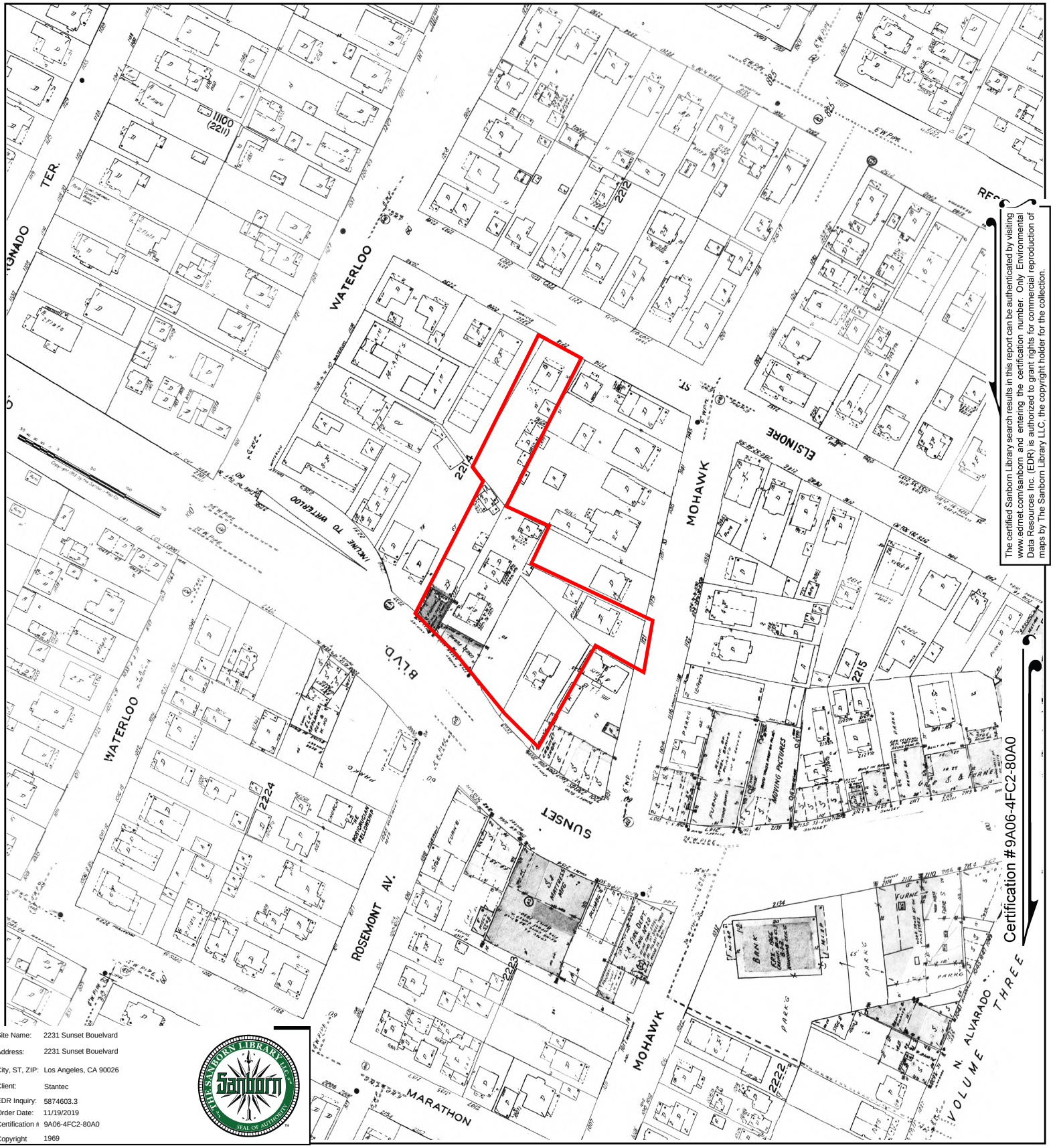
Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

0 Feet 150 300 600

N

Certified Sanborn® Map

1969



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Copyright	1969

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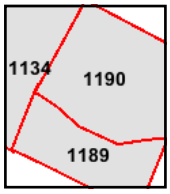
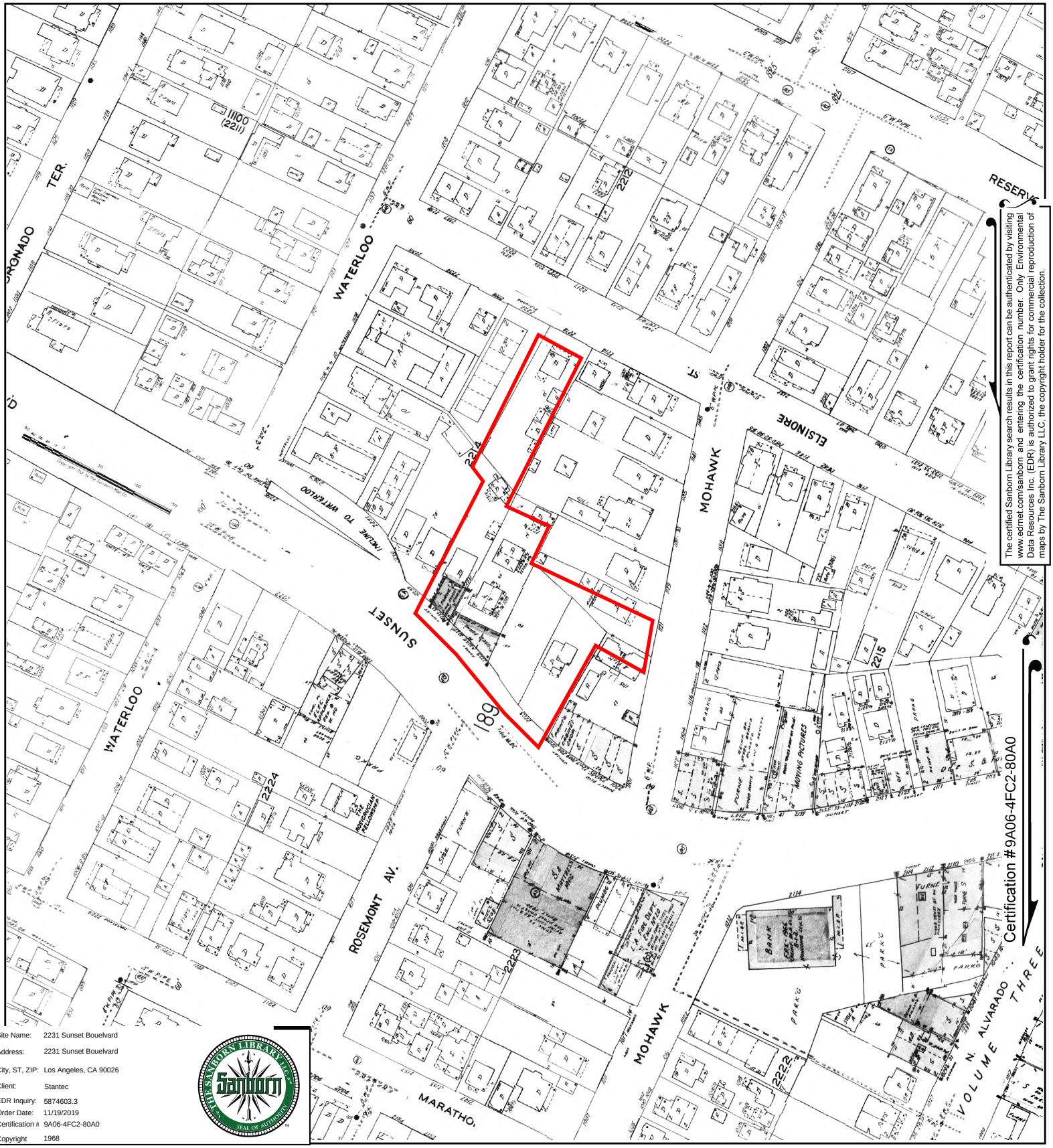


Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1968



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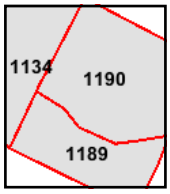
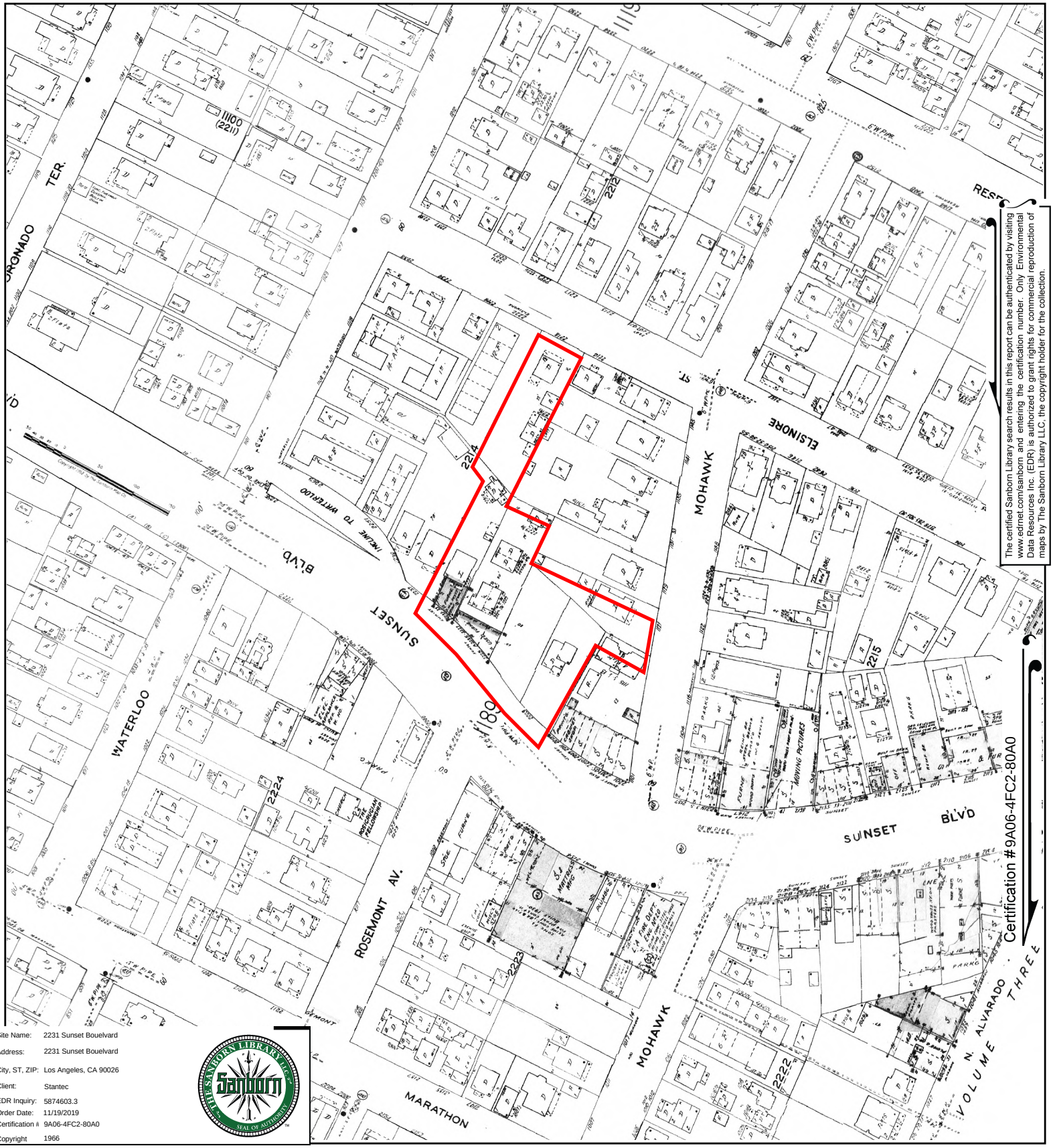


Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1966



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Copyright	1966

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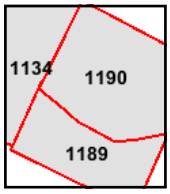
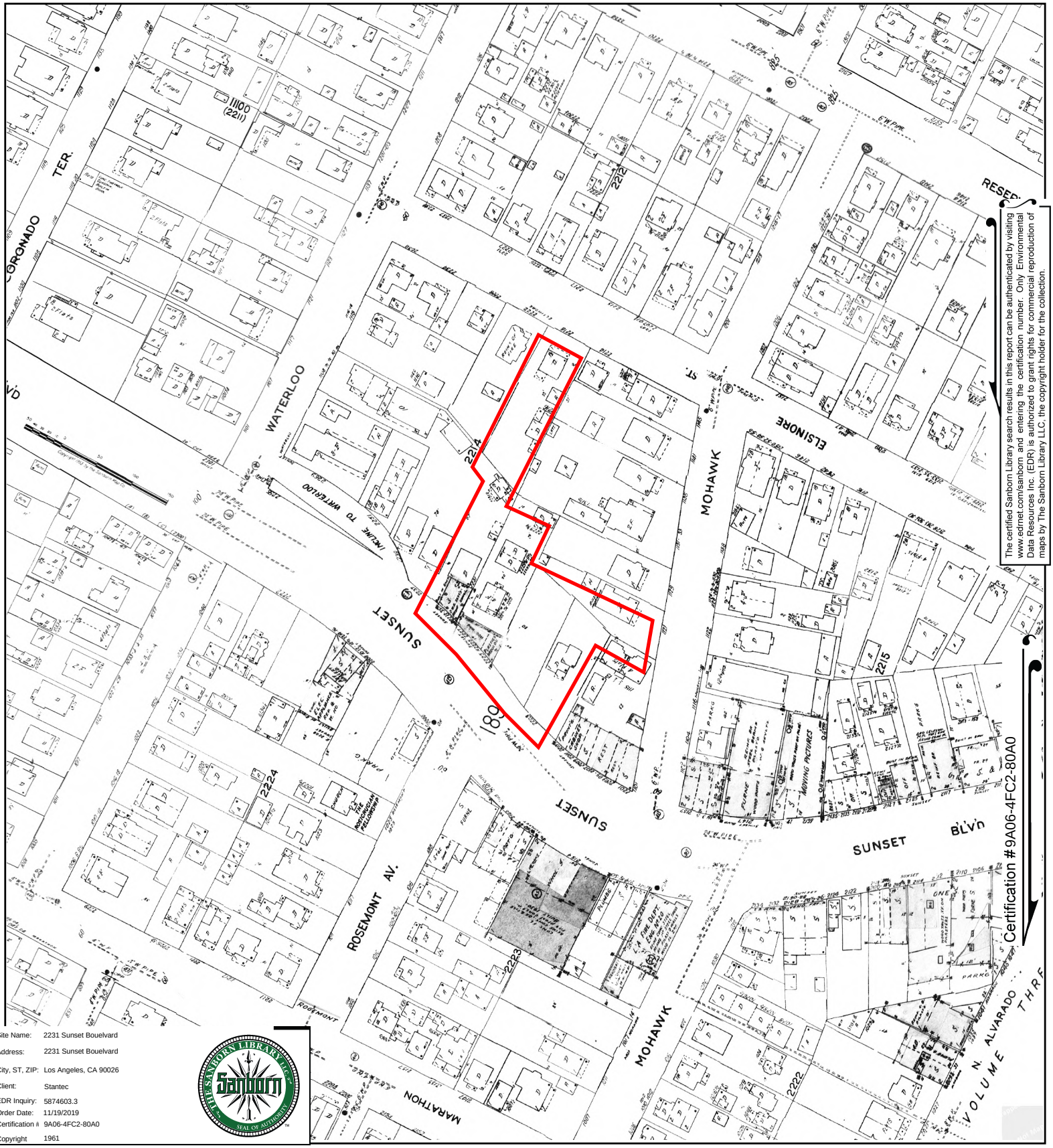


Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1961



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Client:	Stantec
EDR Inquiry:	5874603.3
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Certification #	9A06-4FC2-80A0
Copyright	1961

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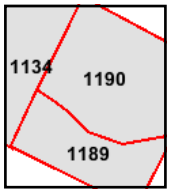
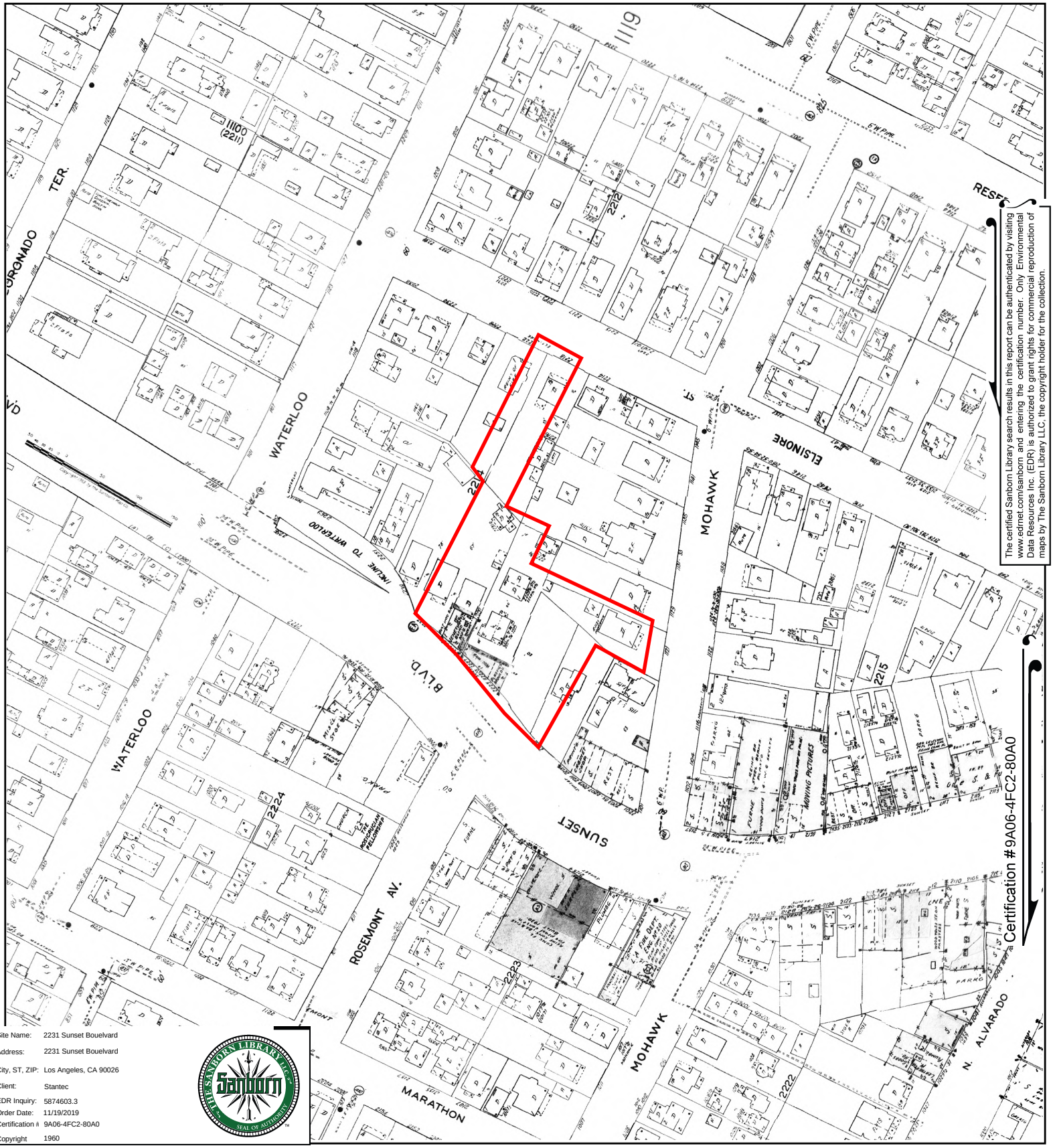


Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1960



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Client:	Stantec
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Certification #	9A06-4FC2-80A0
Copyright	1960

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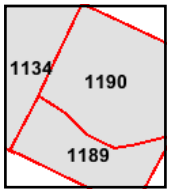
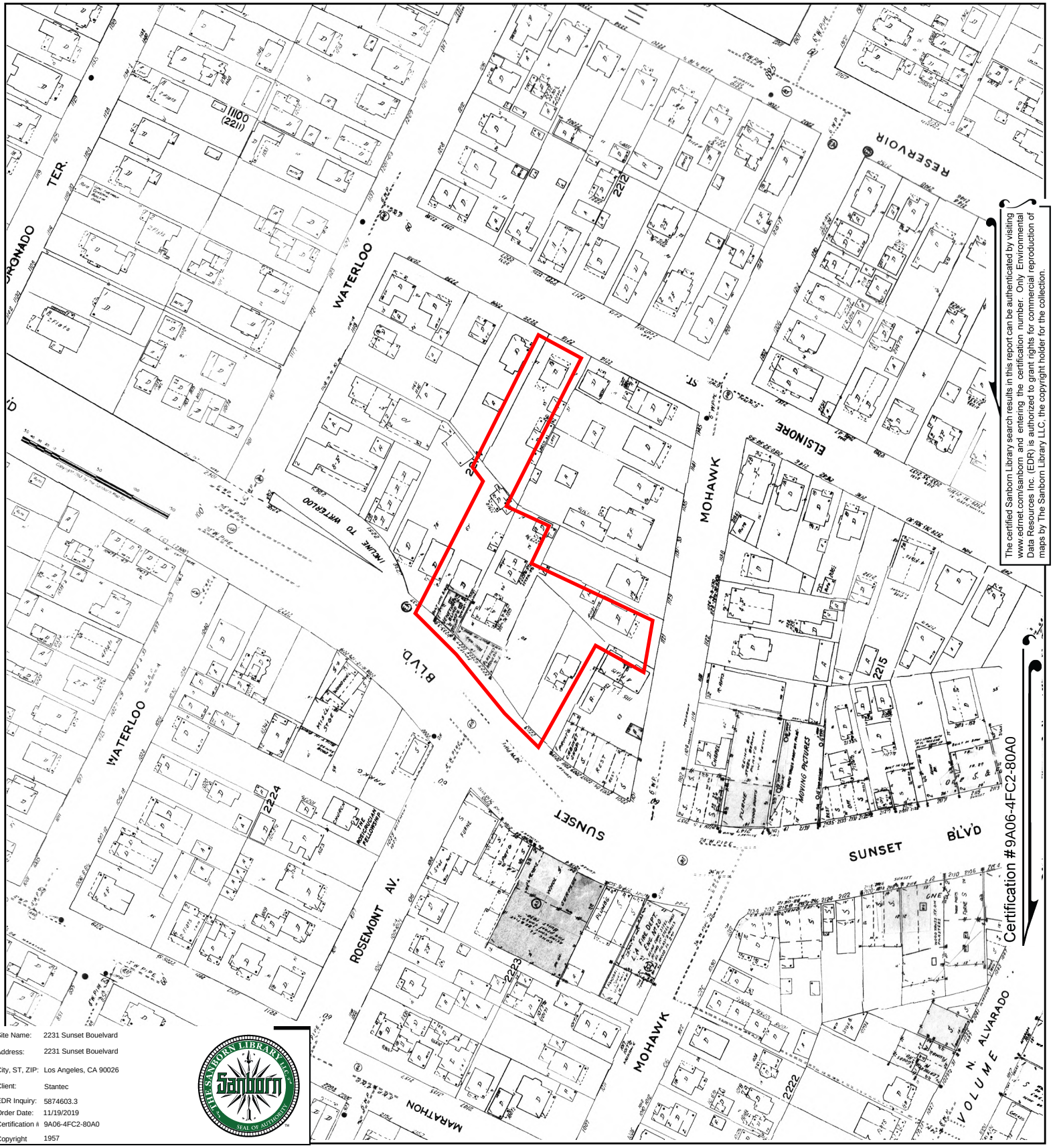


Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1957



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City, ST, ZIP:	Los Angeles, CA 90026
Client:	Stantec
EDR Inquiry:	5874603.3
Order Date:	11/19/2019
Certification #	9A06-4FC2-80A0
Copyright	1957

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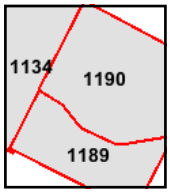
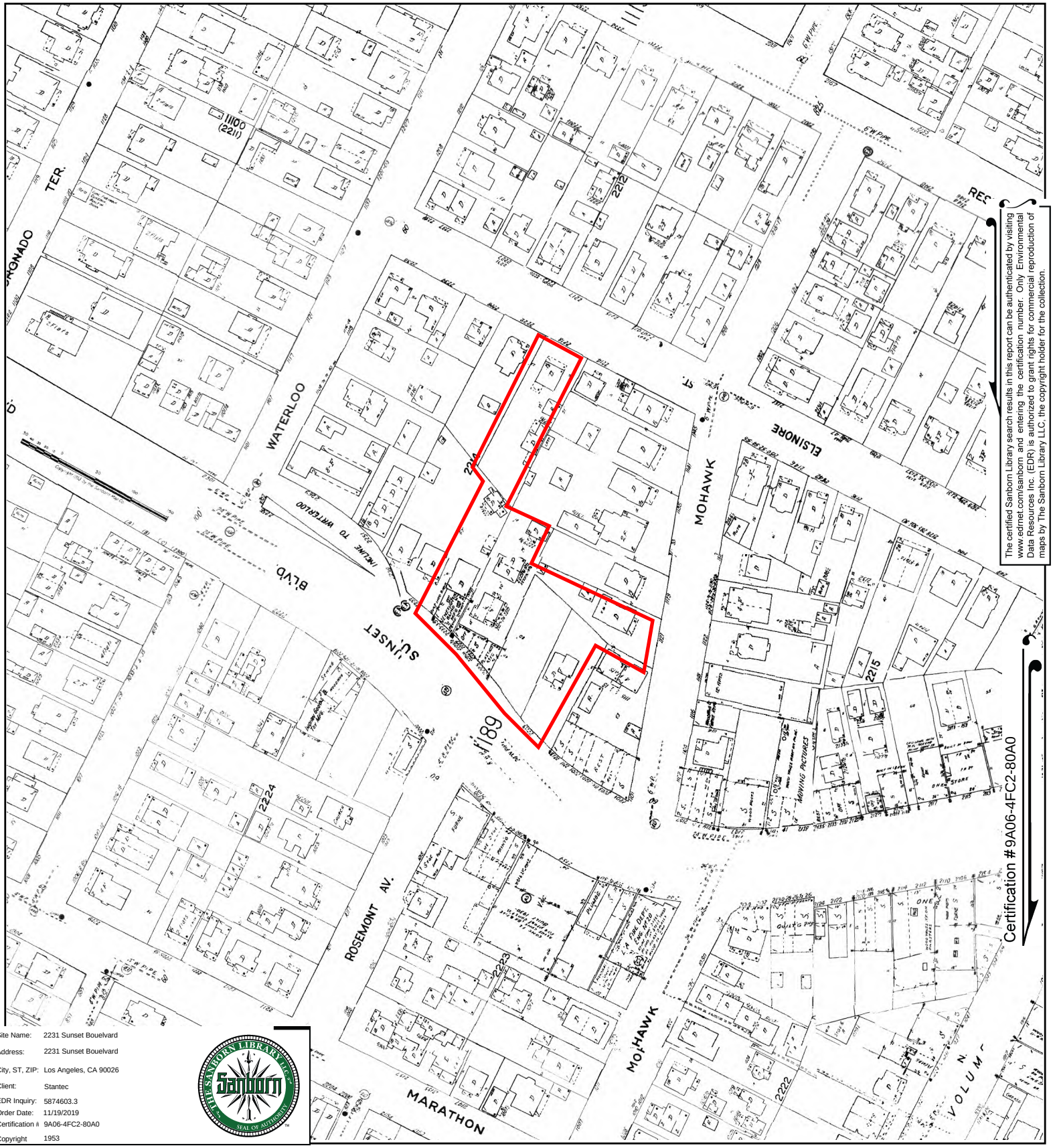


Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1953



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Client:	Stantec
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Order Date:	11/19/2019
Certification #	9A06-4FC2-80A0
Copyright	1953

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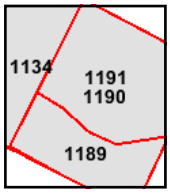

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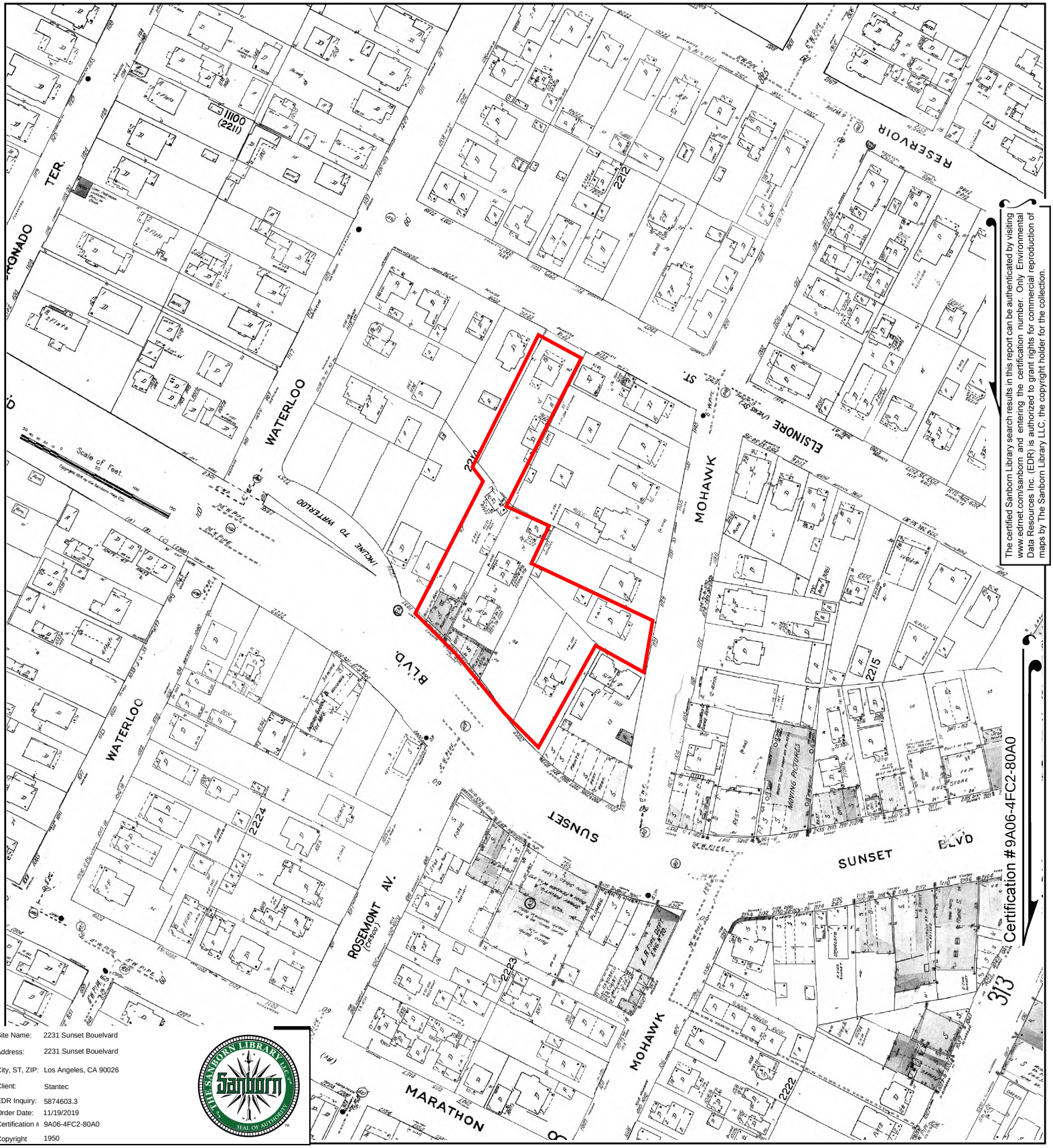
Volume 11, Sheet 1189
Volume 11, Sheet 1134
Volume 11, Sheet 1190
Volume 11, Sheet 1189
Volume 11, Sheet 1134

N

Certified Sanborn® Map

1950



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Client:	Stantec
EDR Inquiry:	5874603.3
Order Date:	11/19/2019
Certification #	9A06-4FC2-80A0
Copyright	1950

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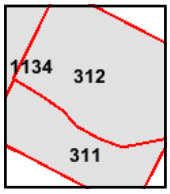
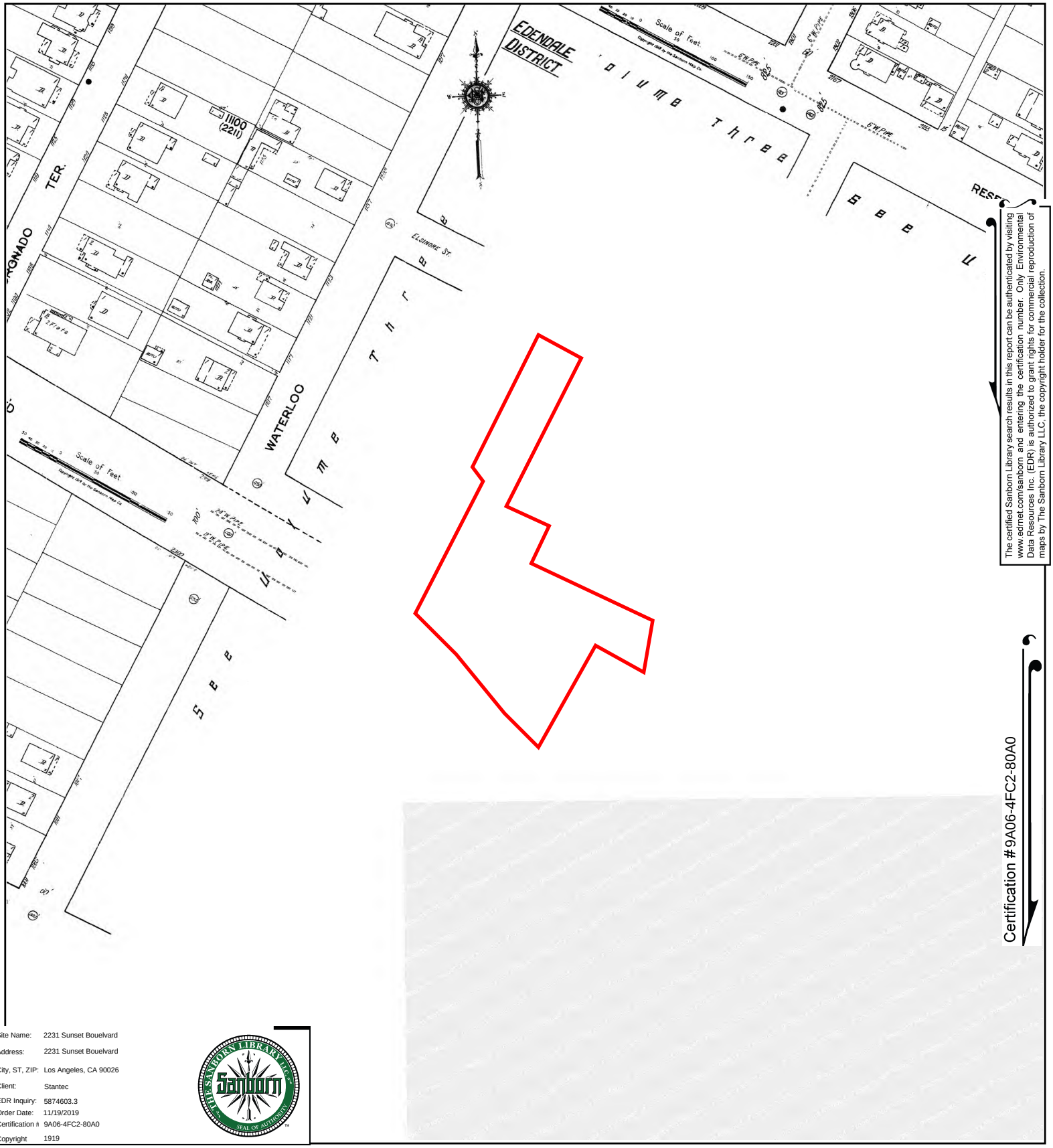


Volume 3, Sheet 312
Volume 3, Sheet 311
Volume 11, Sheet 1134

N



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Address:	2231 Sunset Bouelvard
City, ST, ZIP:	Los Angeles, CA 90026
Client:	Stantec
EDR Inquiry:	5874603.3
Order Date:	11/19/2019
Certification #	9A06-4FC2-80A0
Copyright	1919

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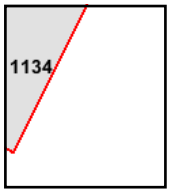
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600

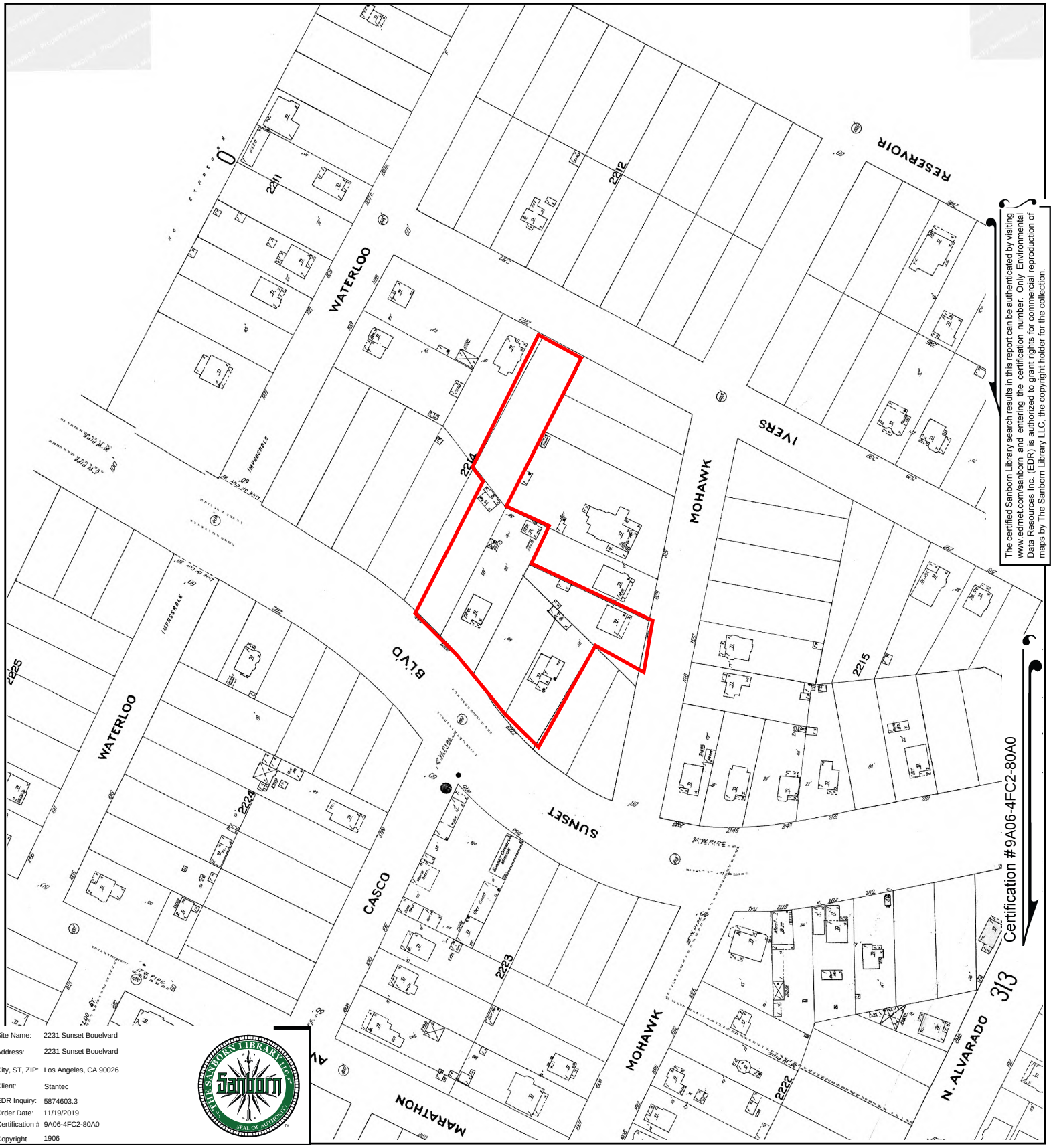


Volume 11, Sheet 1134

N

Certified Sanborn® Map

1906

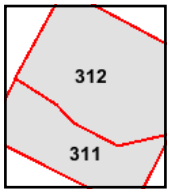


The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by The Sanborn Library LLC, the copyright holder for the collection.

Site Name:	2231 Sunset Bouelvard
Address:	2231 Sunset Bouelvard
City, ST, ZIP:	Los Angeles, CA 90026
Client:	Stantec
EDR Inquiry:	5874603.3
Order Date:	11/19/2019
Certification #	9A06-4FC2-80A0
Copyright	1906

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.

0 Feet 150 300 600



Volume 3, Sheet 312
Volume 3, Sheet 311

N

2231 Sunset Bouelvard

2231 Sunset Bouelvard

Los Angeles, CA 90026

Inquiry Number: 5874603.4

November 19, 2019

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

11/19/19

Site Name:	Client Name:
2231 Sunset Bouelvard	Stantec
2231 Sunset Bouelvard	735 E. Carnegie Drive, Suite 280
Los Angeles, CA 90026	SAN BERNARDINO, CA 92408
EDR Inquiry # 5874603.4	Contact: Alicia Jansen

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Stantec were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# 185804643

Project: NA

Coordinates:

Latitude:	34.078387 34° 4' 42" North
Longitude:	-118.265819 -118° 15' 57" West
UTM Zone:	Zone 11 North
UTM X Meters:	383208.28
UTM Y Meters:	3771570.39
Elevation:	441.73' above sea level

Maps Provided:

2012	1920
1991, 1994	1902
1981	1900
1972	1898
1966	1896
1953	1894
1928	
1921	

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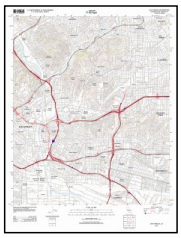
Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets

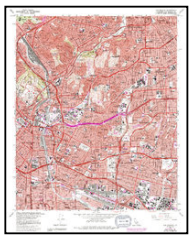
Hollywood
2012
7.5-minute, 24000



Los Angeles
2012
7.5-minute, 24000

1991, 1994 Source Sheets

Hollywood
1991
7.5-minute, 24000
Aerial Photo Revised 1978



Los Angeles
1994
7.5-minute, 24000
Aerial Photo Revised 1978

1981 Source Sheets

Hollywood
1981
7.5-minute, 24000
Aerial Photo Revised 1978

Los Angeles
1981
7.5-minute, 24000
Aerial Photo Revised 1978

1972 Source Sheets

Los Angeles
1972
7.5-minute, 24000
Aerial Photo Revised 1972

Hollywood
1972
7.5-minute, 24000
Aerial Photo Revised 1972

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1966 Source Sheets

Hollywood
1966
7.5-minute, 24000
Aerial Photo Revised 1964

Los Angeles
1966
7.5-minute, 24000
Aerial Photo Revised 1964

1953 Source Sheets

Hollywood
1953
7.5-minute, 24000
Aerial Photo Revised 1952

Los Angeles
1953
7.5-minute, 24000
Aerial Photo Revised 1952

1928 Source Sheets

Glendale
1928
7.5-minute, 24000

Los Angeles
1928
7.5-minute, 24000

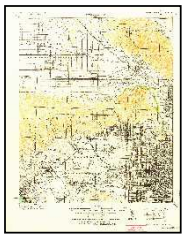
1921 Source Sheets

Santa Monica
1921
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1920 Source Sheets



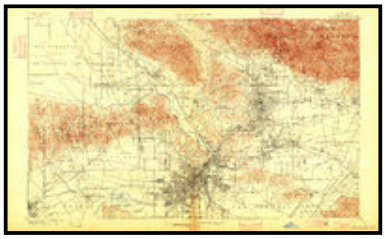
SANTA MONICA
1920
15-minute, 62500

1902 Source Sheets

Santa Monica
1902
15-minute, 62500

1900 Source Sheets

Pasadena
1900
15-minute, 62500



Los Angeles
1900
15-minute, 62500

1898 Source Sheets

Santa Monica
1898
15-minute, 62500

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1896 Source Sheets

Santa Monica
1896
15-minute, 62500

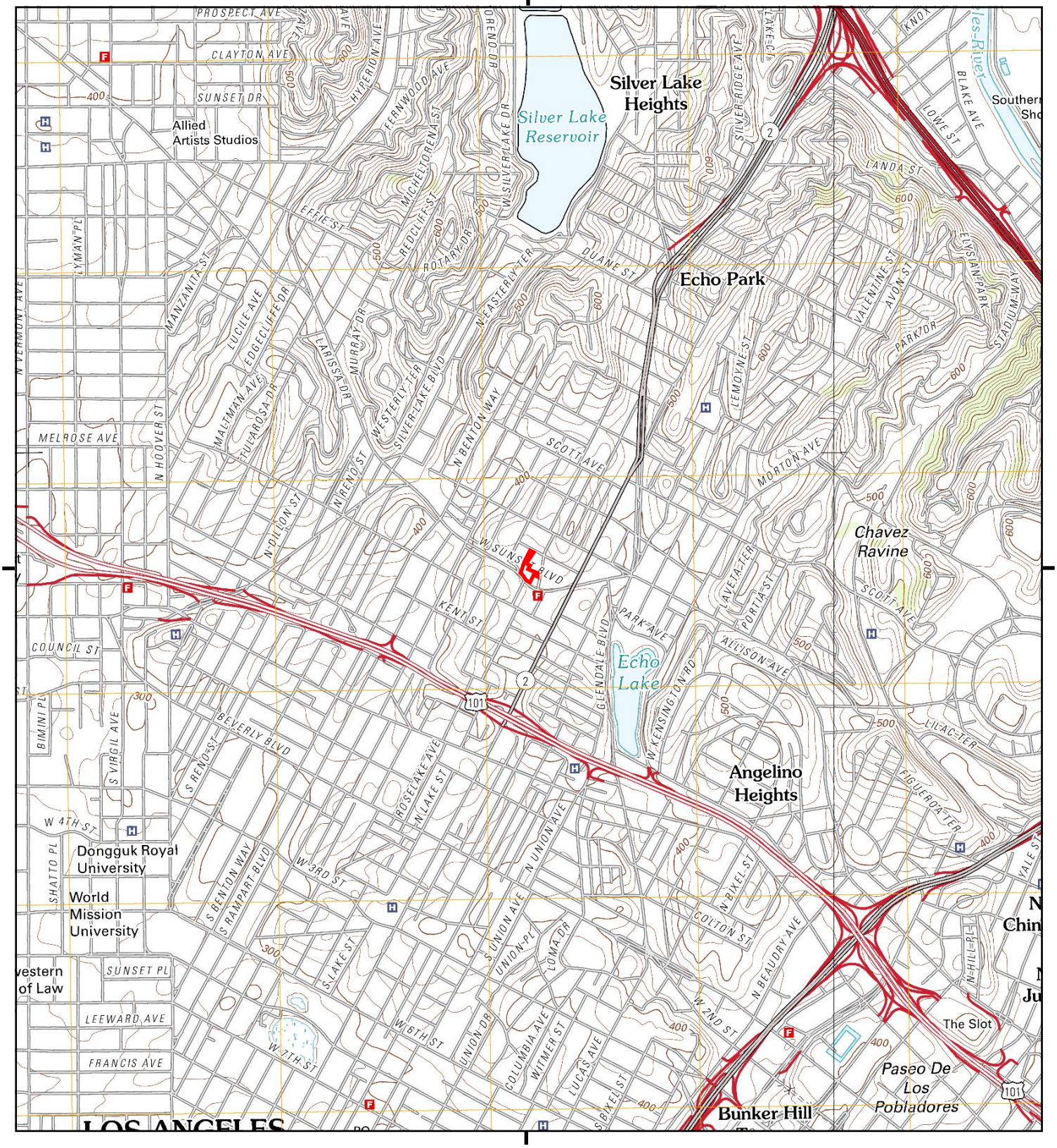
Pasadena
1896
15-minute, 62500

1894 Source Sheets

Los Angeles
1894
15-minute, 62500

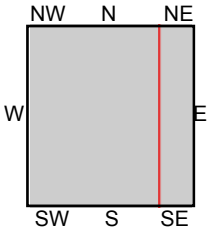
Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



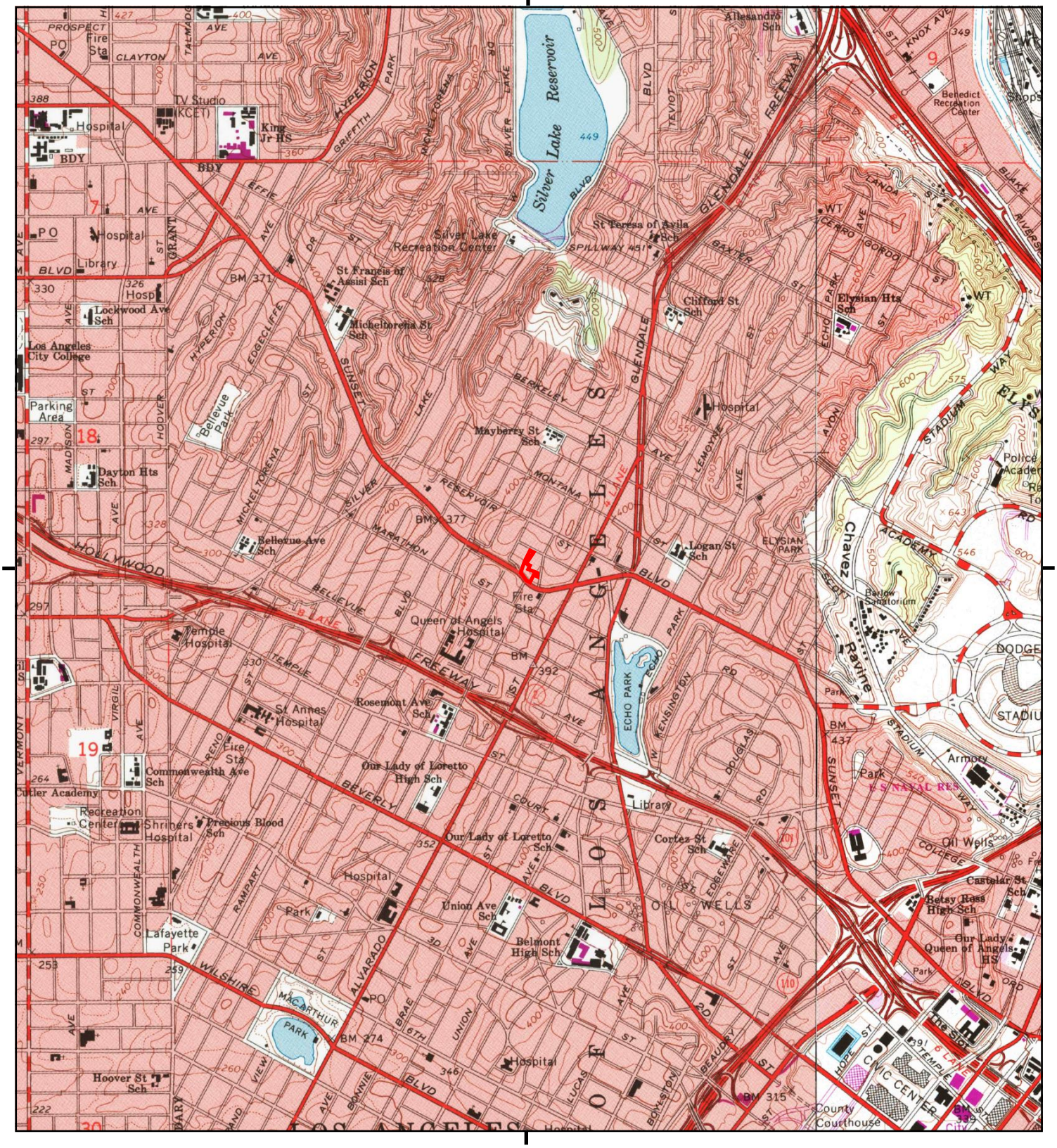
TP, Hollywood, 2012, 7.5-minute
E, Los Angeles, 2012, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

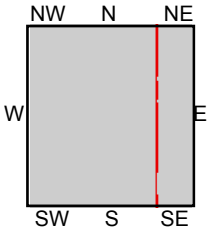
Historical Topo Map

1991, 1994



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



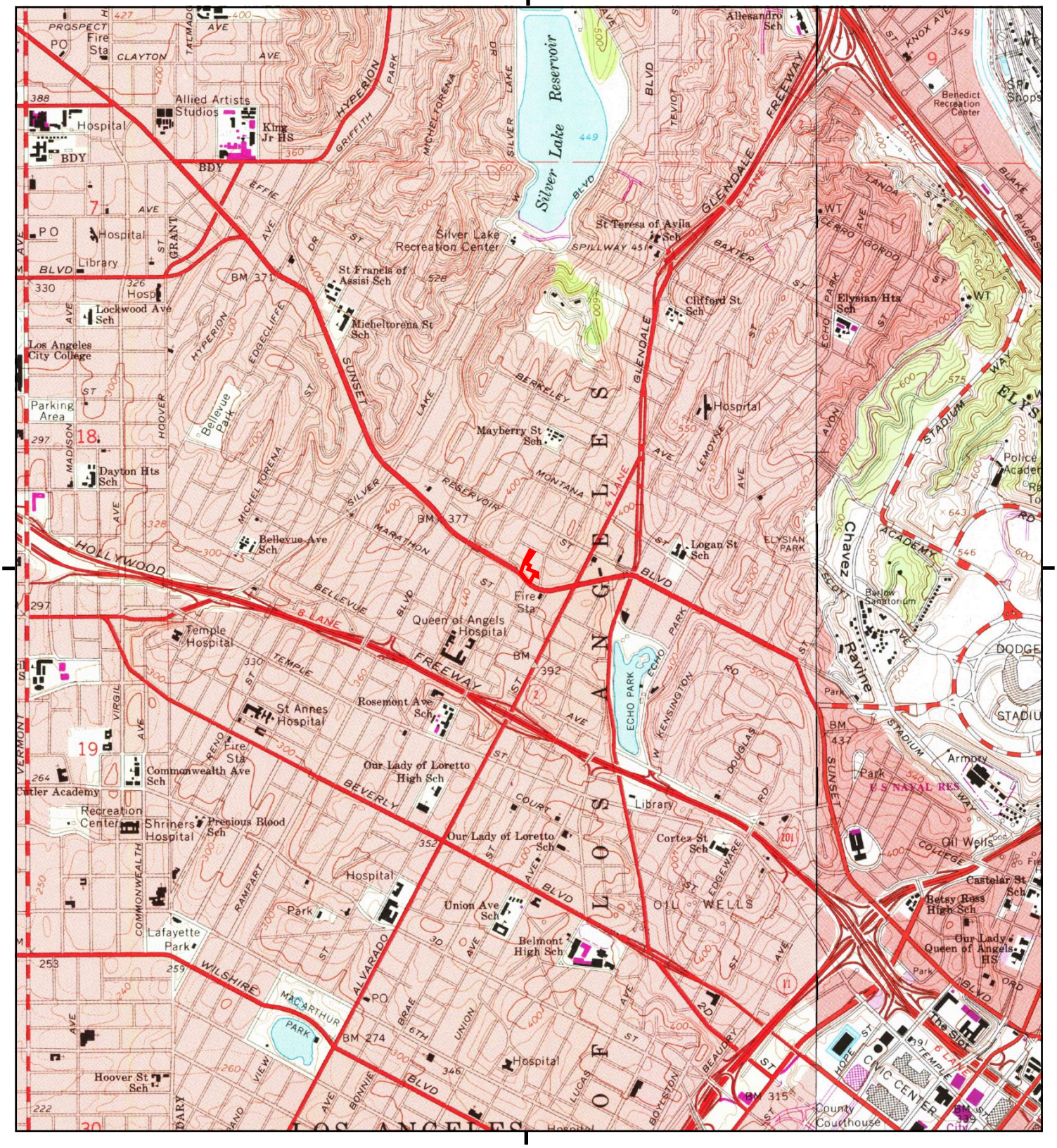
TP, Hollywood, 1991, 7.5-minute
E, Los Angeles, 1994, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

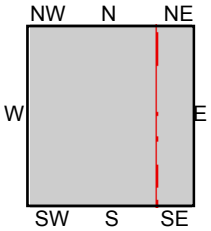
Historical Topo Map

1981



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



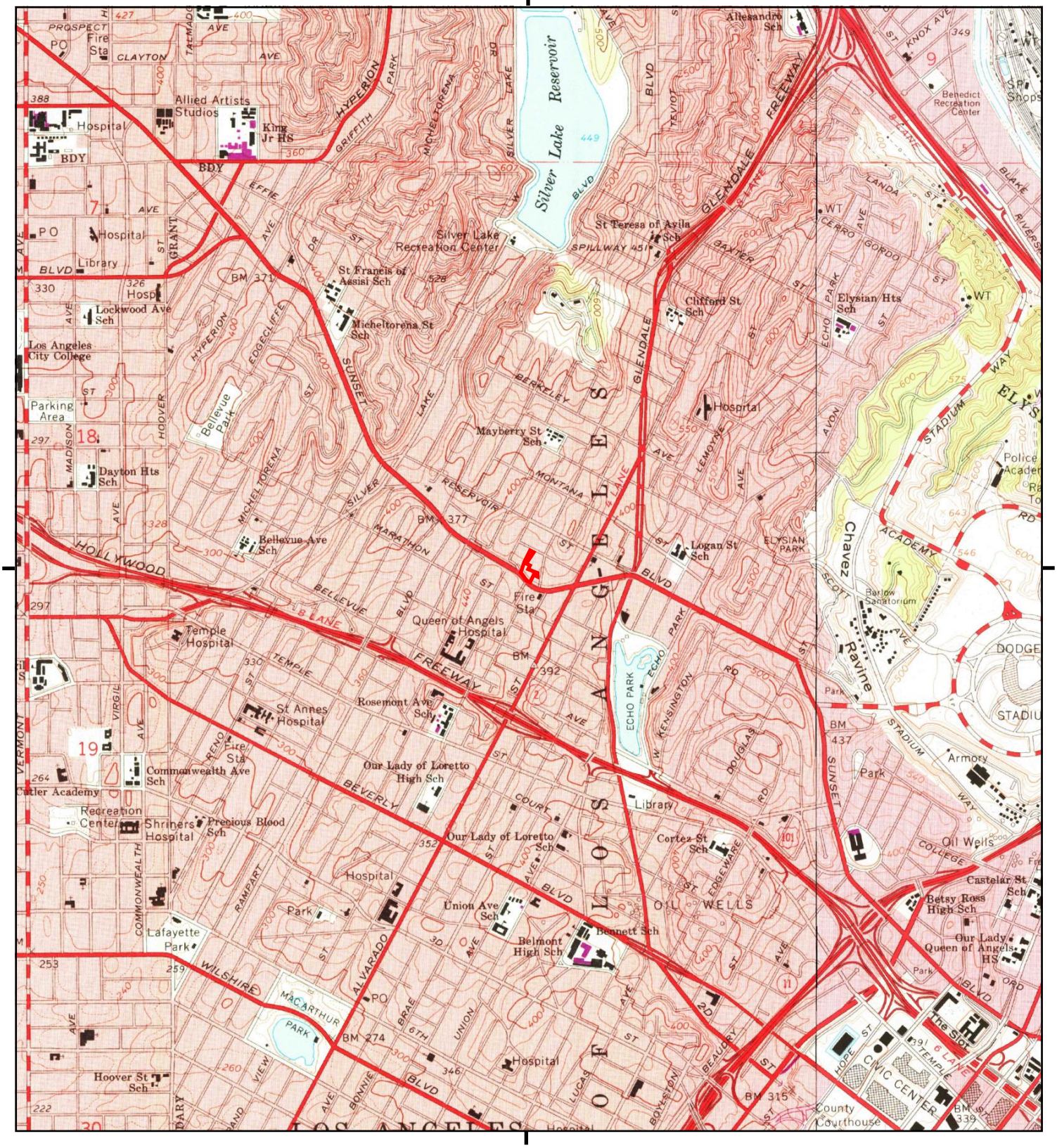
TP, Hollywood, 1981, 7.5-minute
E, Los Angeles, 1981, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

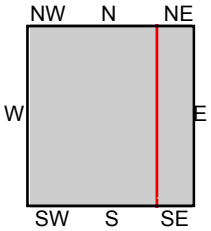
Historical Topo Map

1972



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



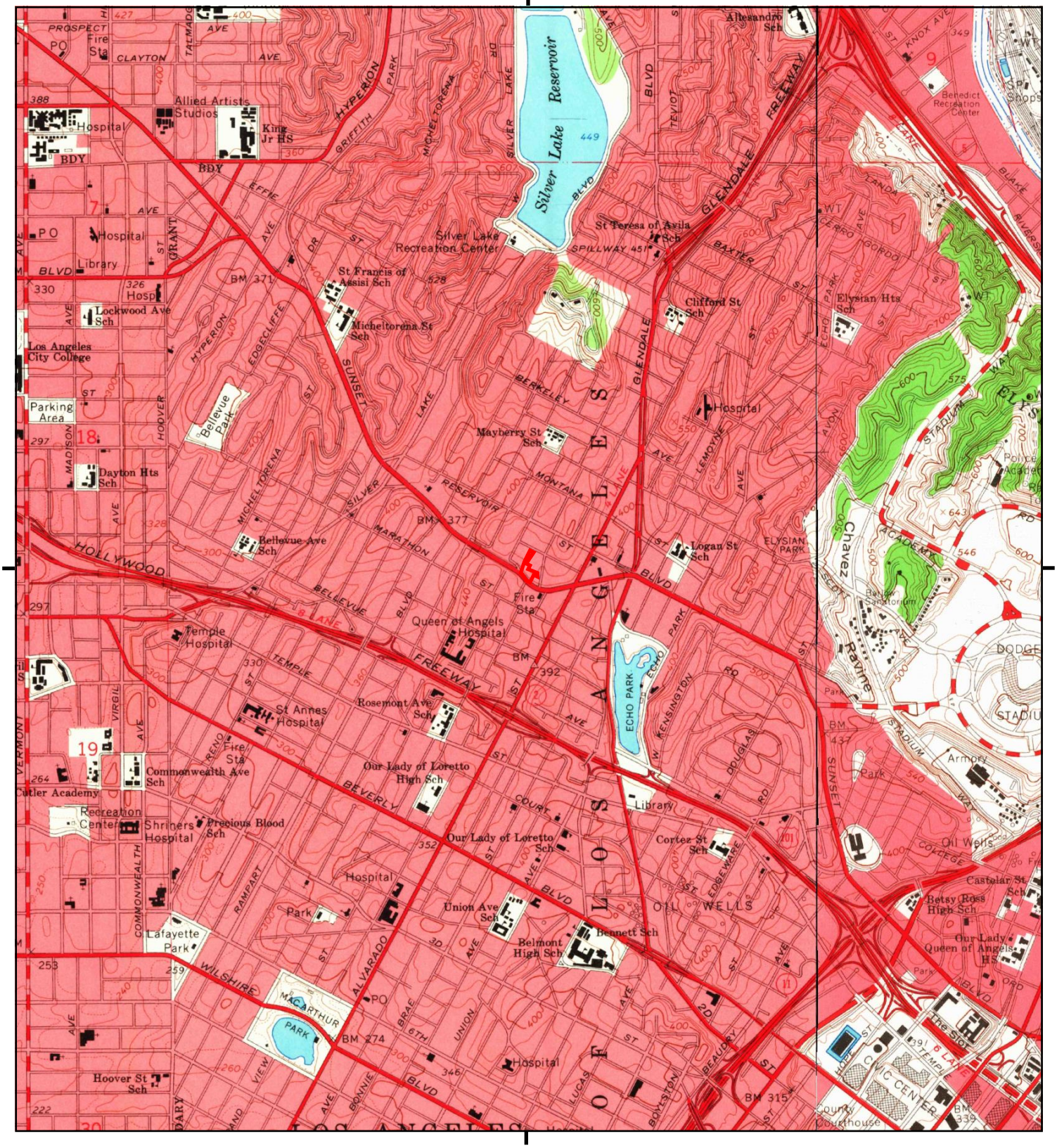
TP, Hollywood, 1972, 7.5-minute
E, Los Angeles, 1972, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

Historical Topo Map

1966



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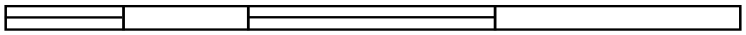
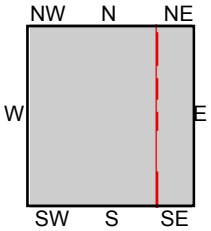




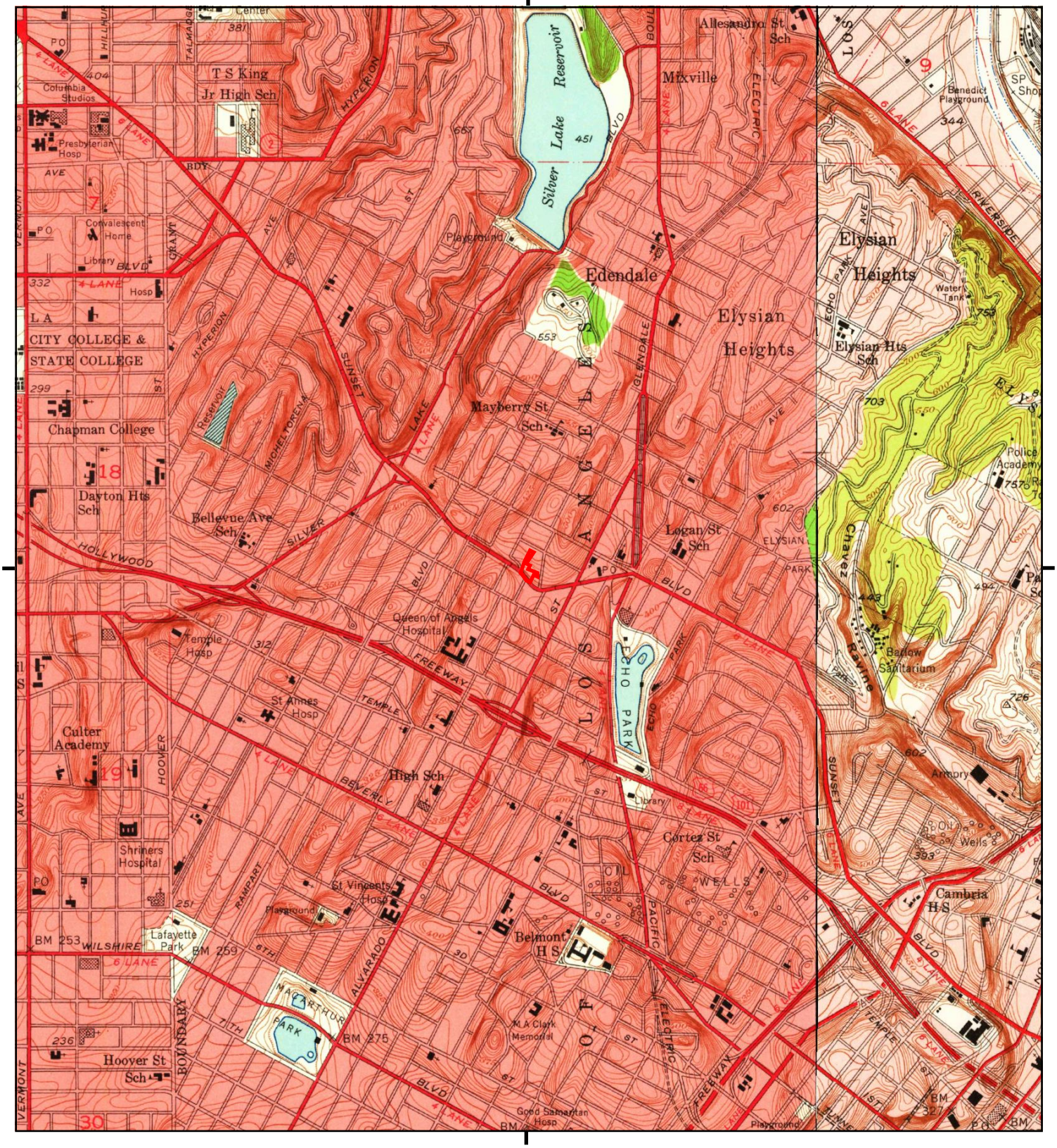
TP, Hollywood, 1966, 7.5-minute
E, Los Angeles, 1966, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

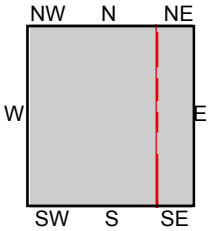
Historical Topo Map

1953



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



TP, Hollywood, 1953, 7.5-minute
E, Los Angeles, 1953, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

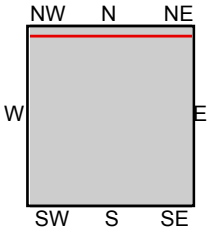
N

Historical Topo Map

1928

This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



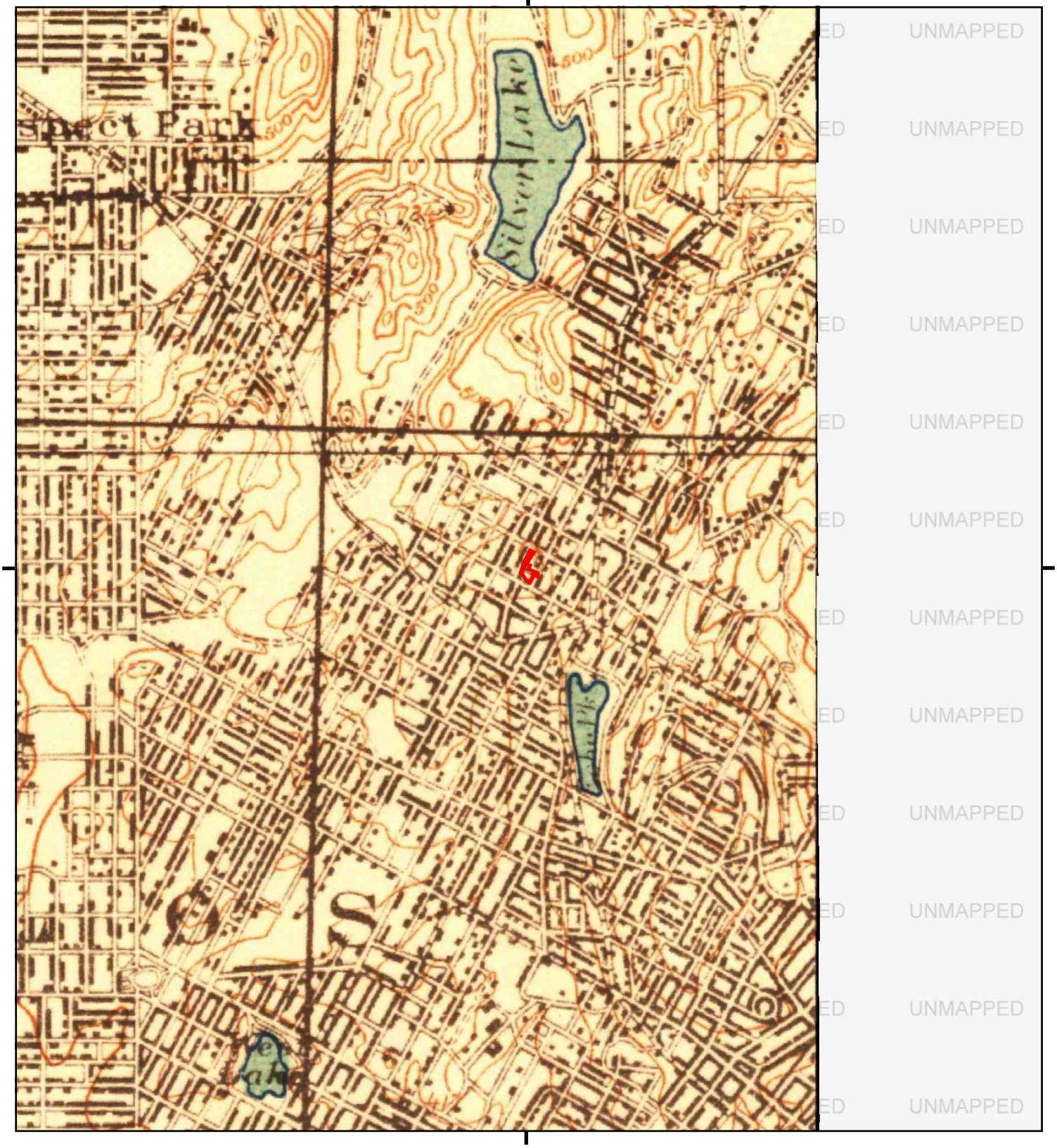
TP, Los Angeles, 1928, 7.5-minute
N, Glendale, 1928, 7.5-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

Historical Topo Map

1921



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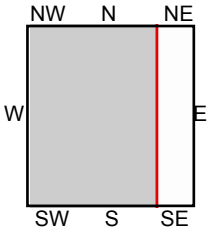
0 Miles 0.25 0.5 1 1.5



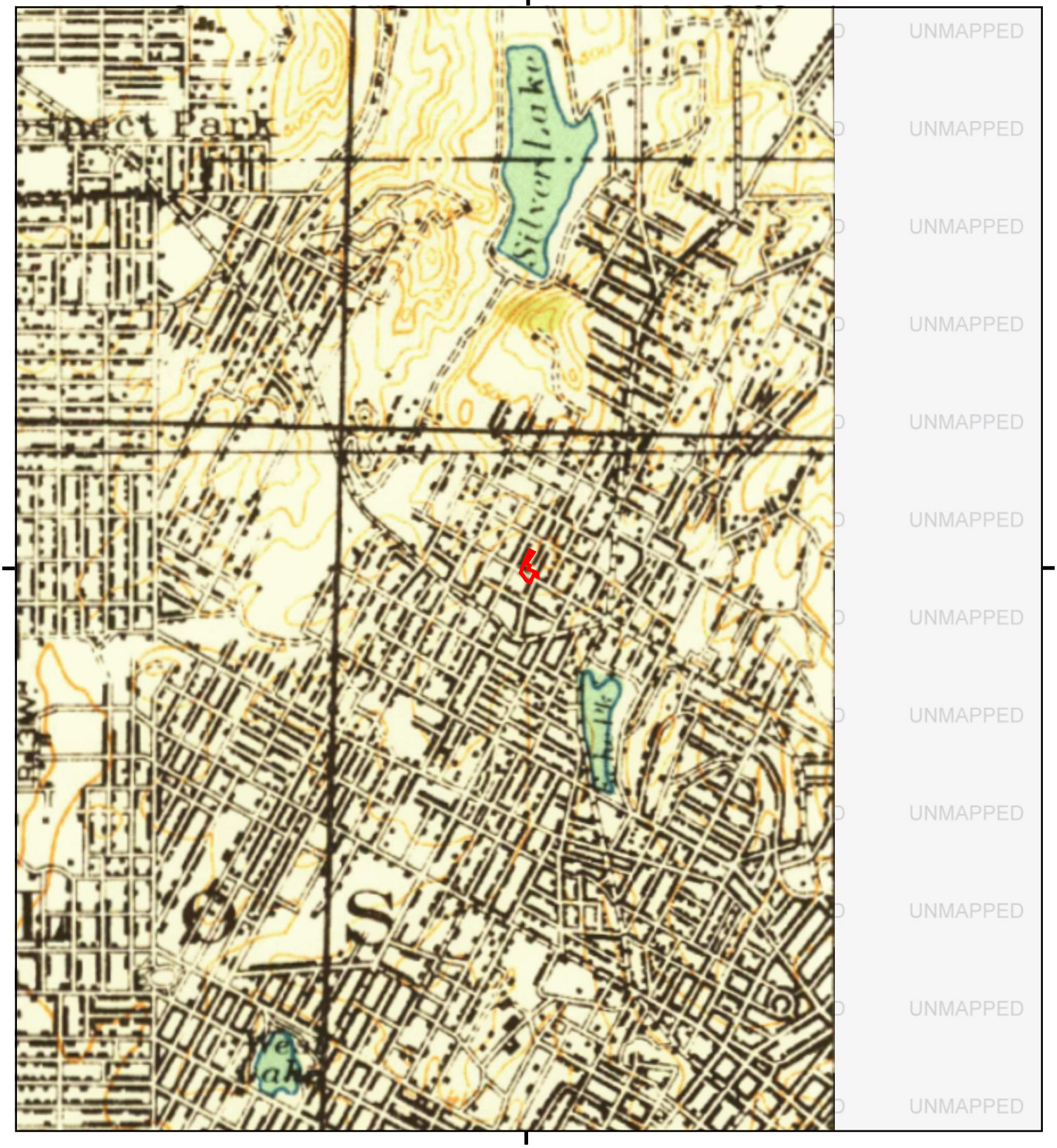
TP, Santa Monica, 1921, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

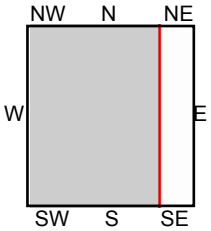
Historical Topo Map

1920



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



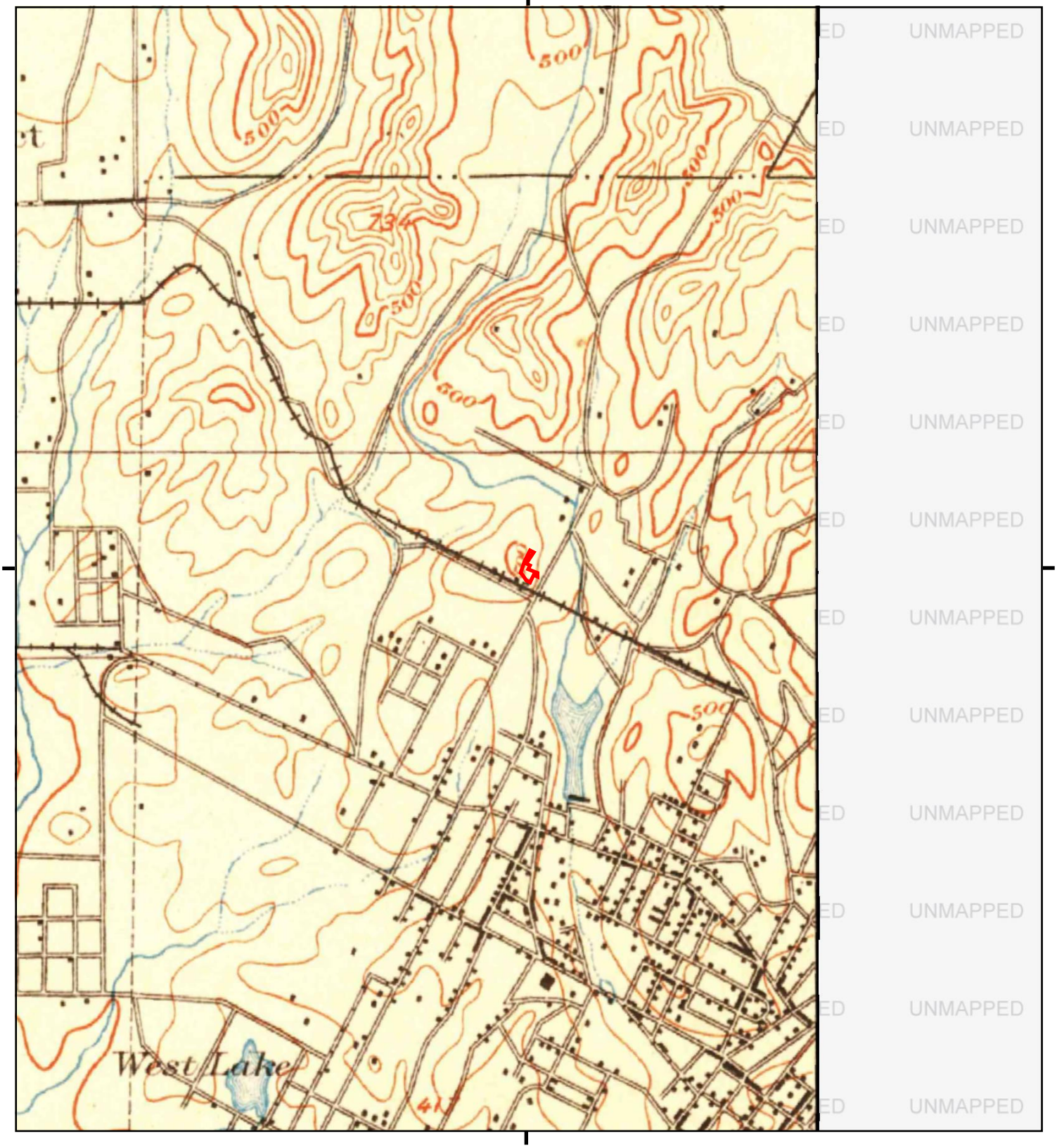
TP, SANTA MONICA, 1920, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

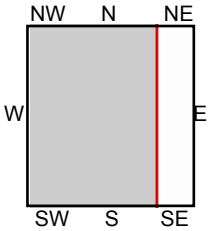
Historical Topo Map

1902



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



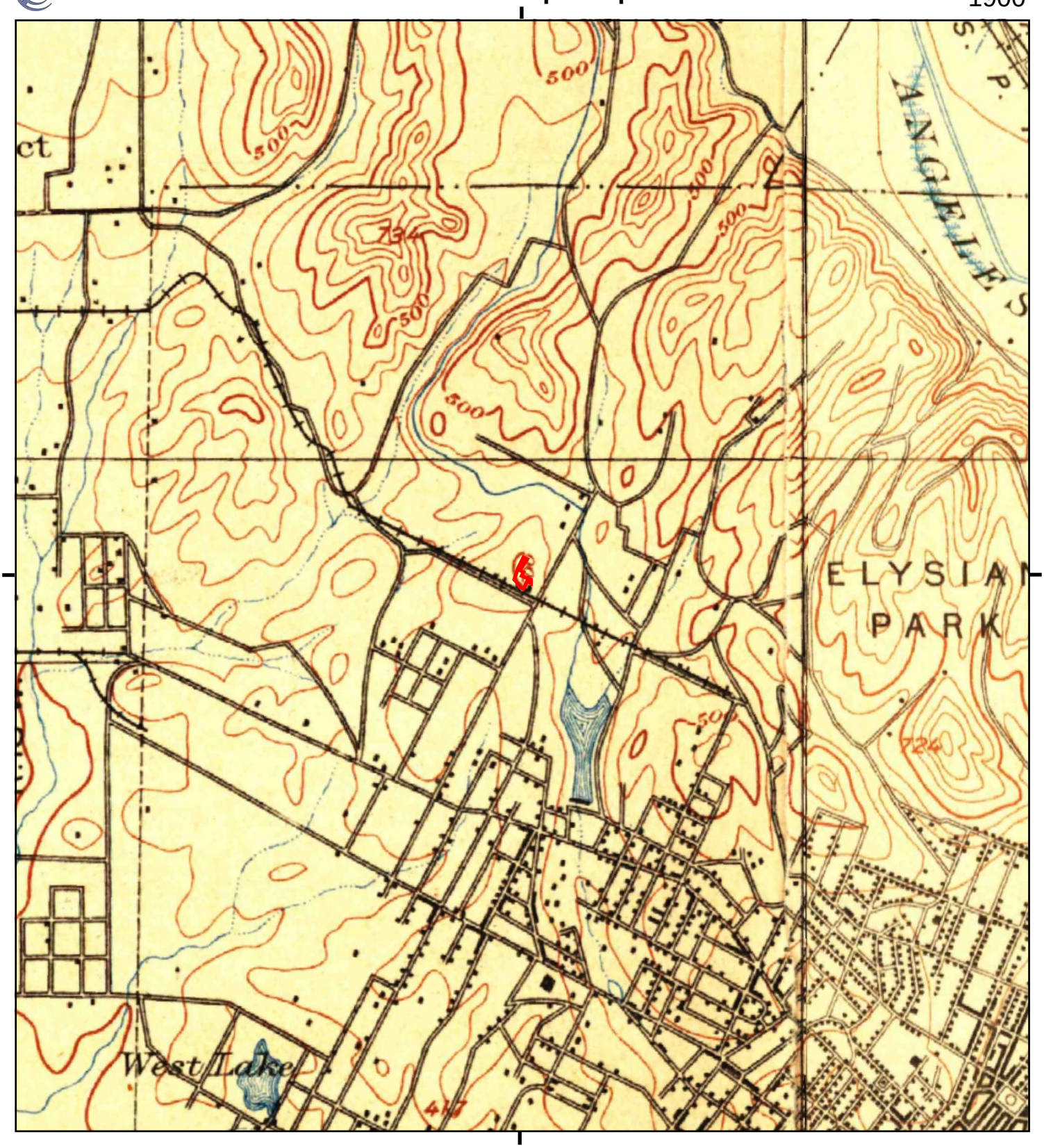
TP, Santa Monica, 1902, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

Historical Topo Map

1900



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

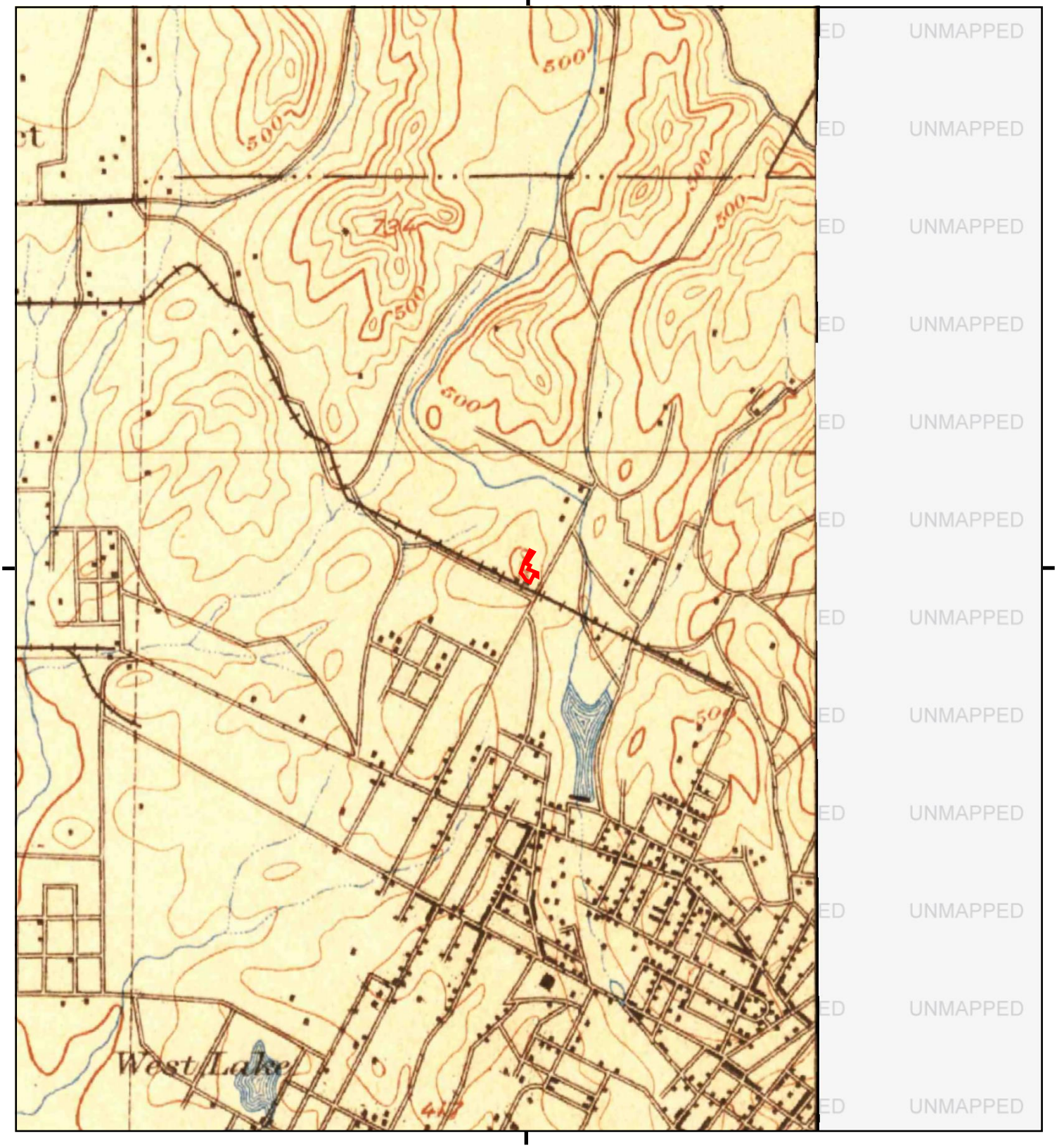
TP, Los Angeles, 1900, 15-minute
E, Pasadena, 1900, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

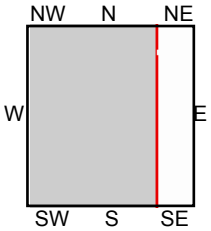
Historical Topo Map

1898



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



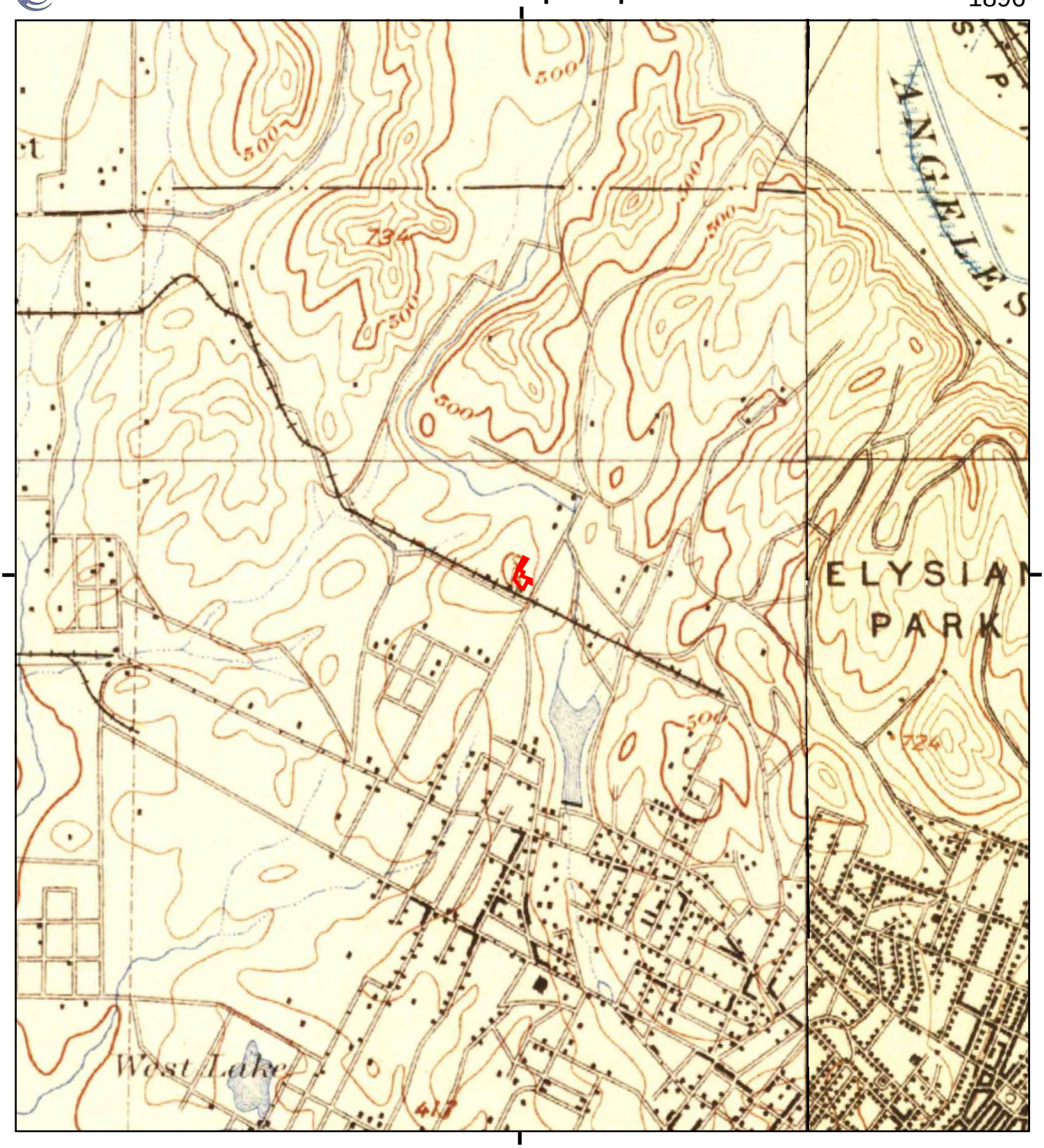
TP, Santa Monica, 1898, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

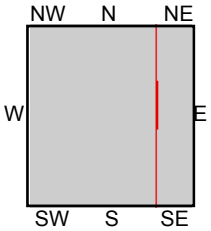
Historical Topo Map

1896



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5



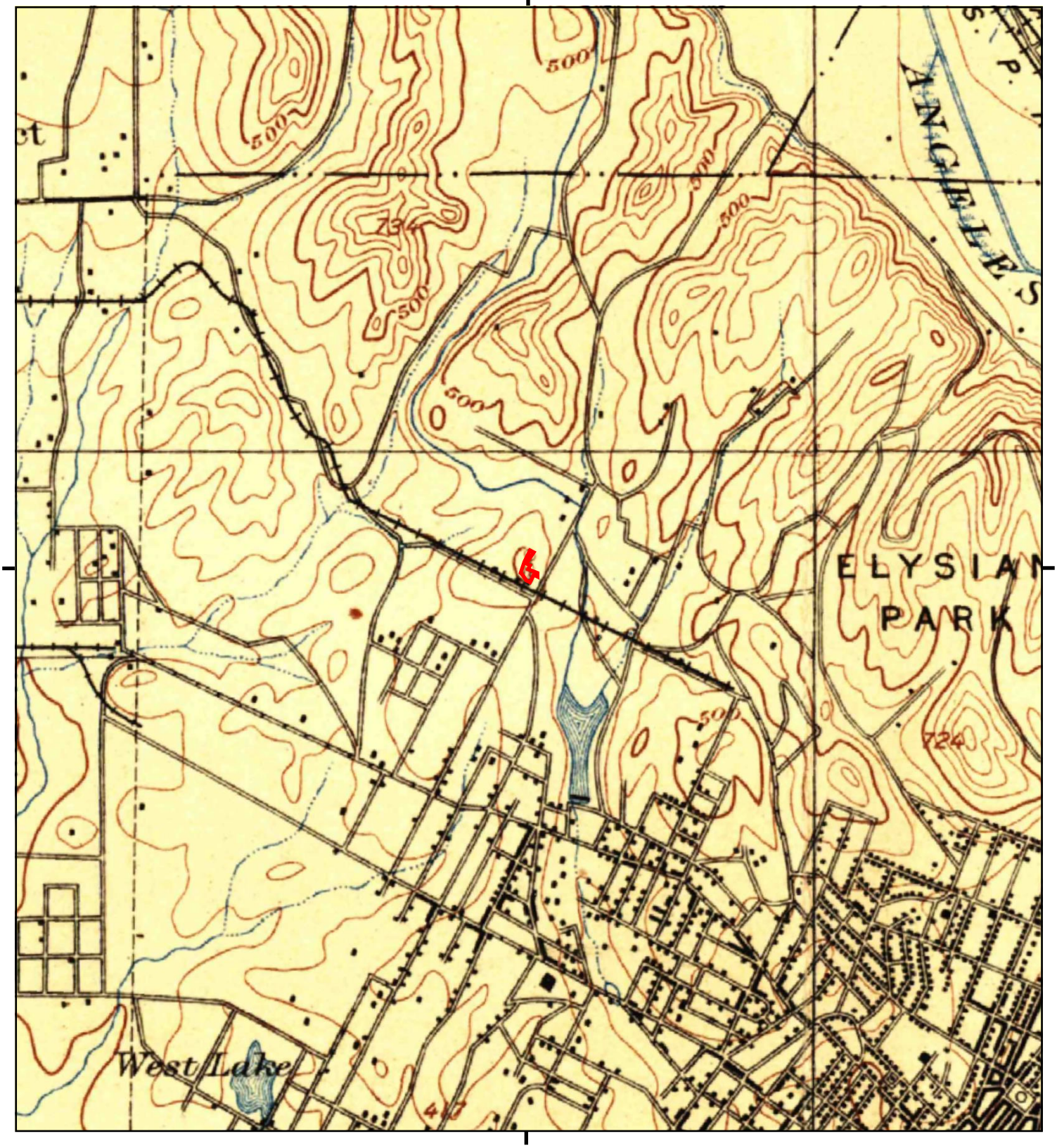
TP, Santa Monica, 1896, 15-minute
E, Pasadena, 1896, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

Historical Topo Map

1894



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1894, 15-minute

SITE NAME: 2231 Sunset Bouelvard
ADDRESS: 2231 Sunset Bouelvard
Los Angeles, CA 90026
CLIENT: Stantec

N

2231 Sunset Bouelvard

2231 Sunset Bouelvard

Los Angeles, CA 90026

Inquiry Number: 5874603.8

November 19, 2019

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

11/19/19

Site Name:

2231 Sunset Bouelvard
2231 Sunset Bouelvard
Los Angeles, CA 90026
EDR Inquiry # 5874603.8

Client Name:

Stantec
735 E. Carnegie Drive, Suite 280
SAN BERNARDINO, CA 92408
Contact: Alicia Jansen

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Search Results:

Year	***Scale***	***Details***	***Source***
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
2002	1"=500'	Flight Date: June 10, 2002	USDA
1994	1"=500'	Acquisition Date: May 31, 1994	USGS/DOQQ
1989	1"=500'	Flight Date: August 22, 1989	USDA
1983	1"=500'	Flight Date: November 19, 1983	EDR Proprietary Brewster Pacific
1977	1"=500'	Flight Date: April 25, 1977	EDR Proprietary Brewster Pacific
1970	1"=500'	Flight Date: February 08, 1970	EDR Proprietary Brewster Pacific
1964	1"=500'	Flight Date: July 28, 1964	USGS
1952	1"=500'	Flight Date: April 12, 1952	USDA
1948	1"=500'	Flight Date: July 10, 1948	USGS
1938	1"=500'	Flight Date: May 06, 1938	USDA
1928	1"=500'	Flight Date: January 01, 1928	FAIR
1923	1"=500'	Flight Date: January 01, 1923	FAIR

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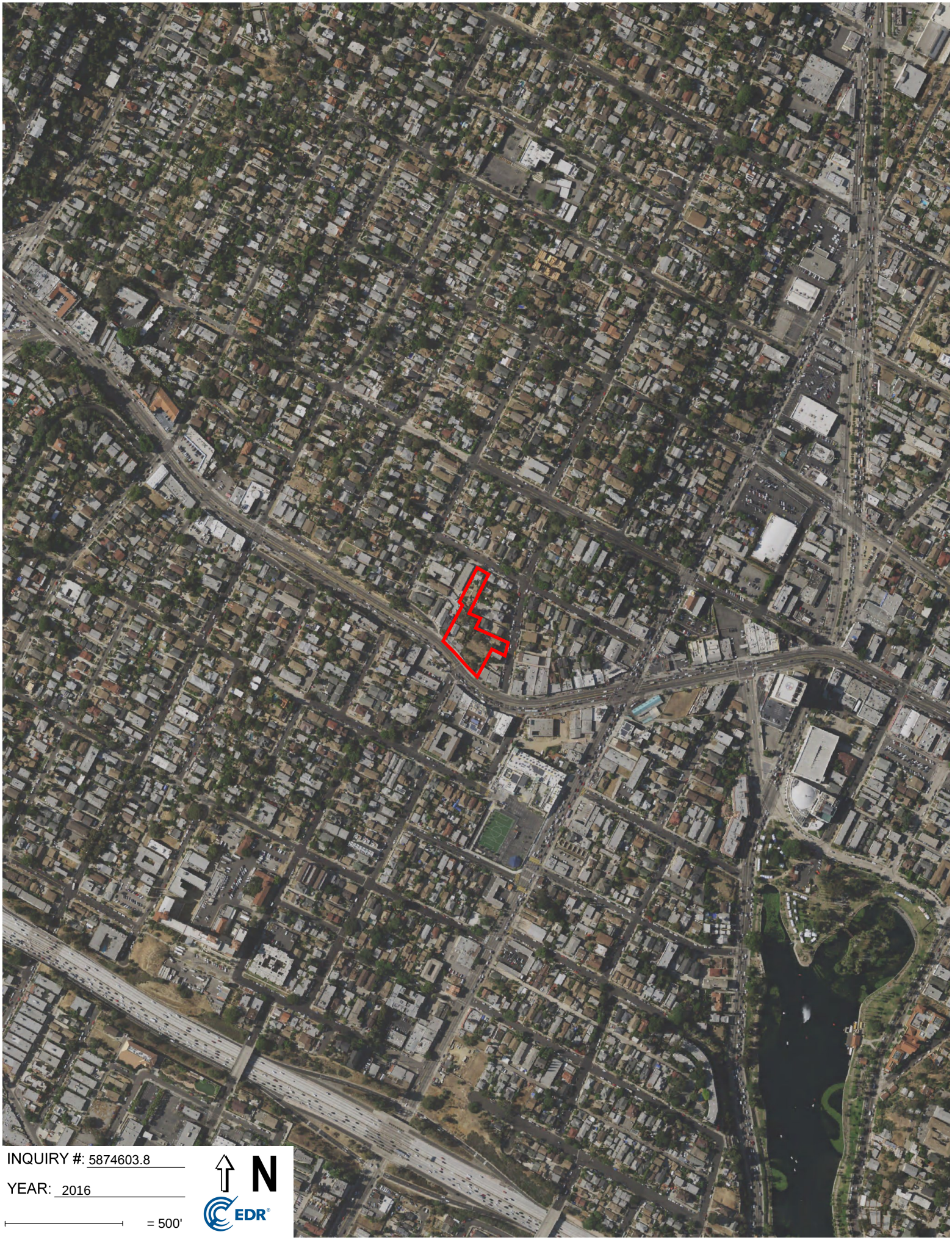


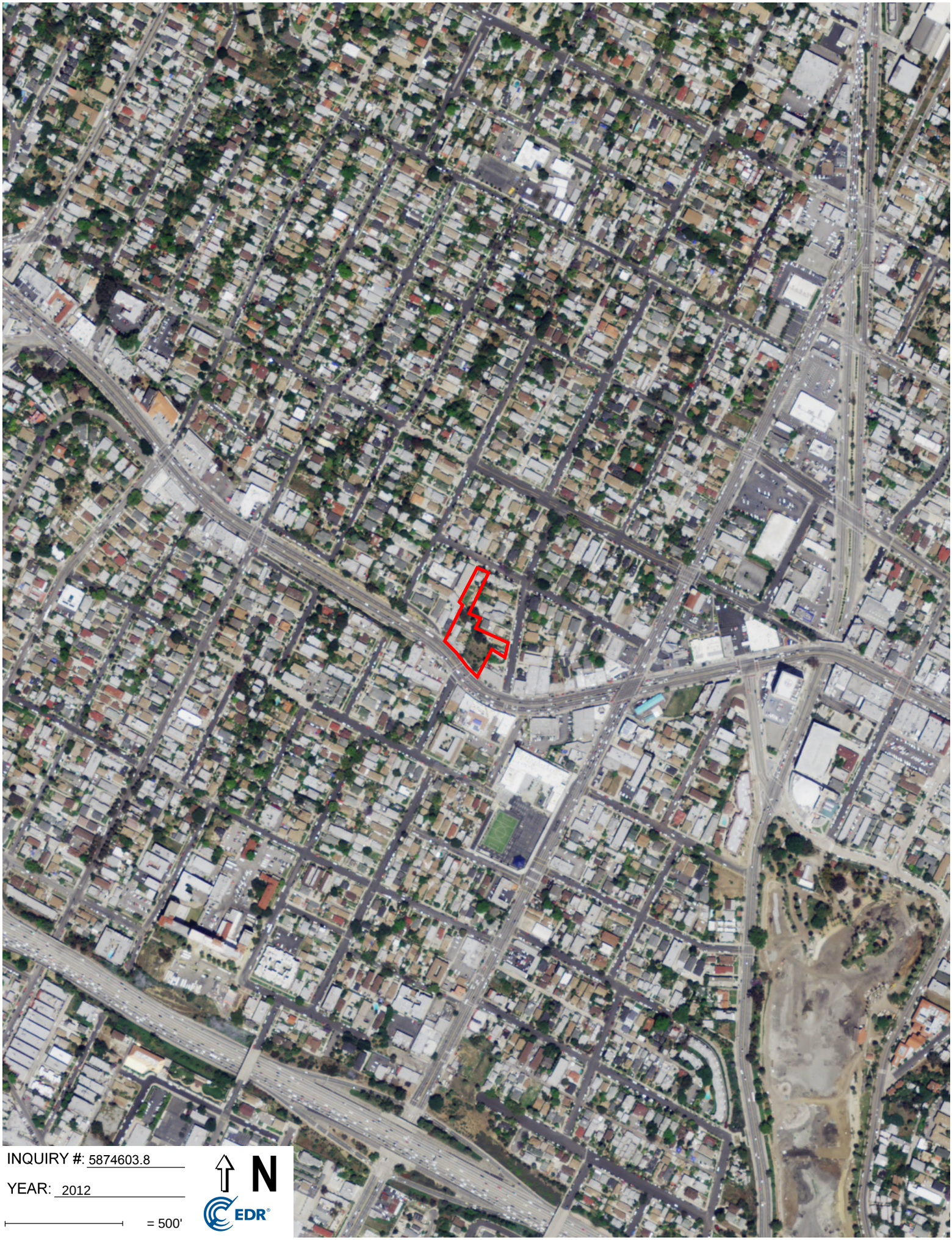
INQUIRY #: 5874603.8

YEAR: 2016

= 500'

N

EDR



INQUIRY #: 5874603.8

YEAR: 2012

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 2009

= 500'

N

EDR

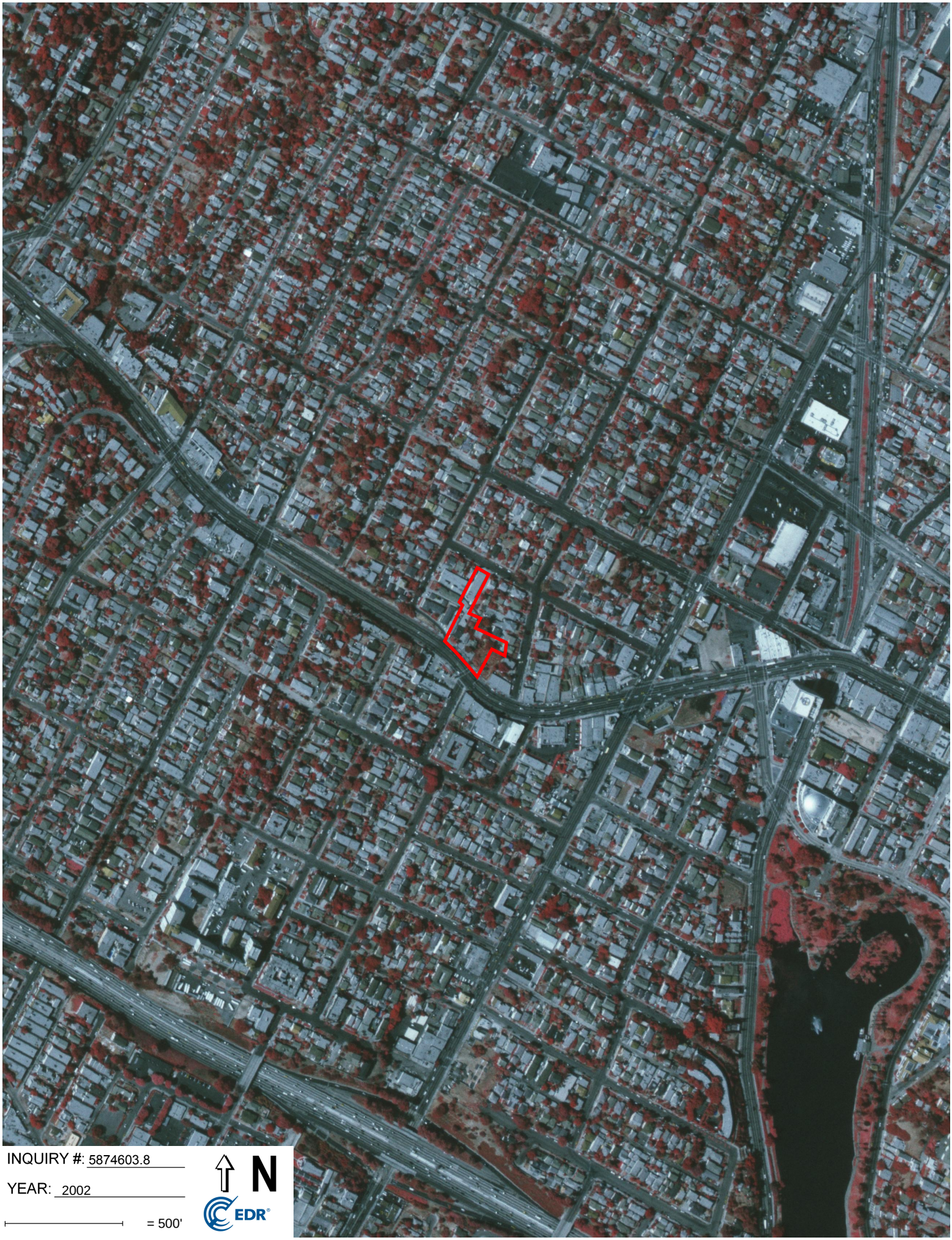
INQUIRY #: 5874603.8

YEAR: 2005

= 500'

N

EDR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YEAR: 2002
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EDR

INQUIRY #: 5874603.8

YEAR: 1994

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1989

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1983

= 500'

N

EDR

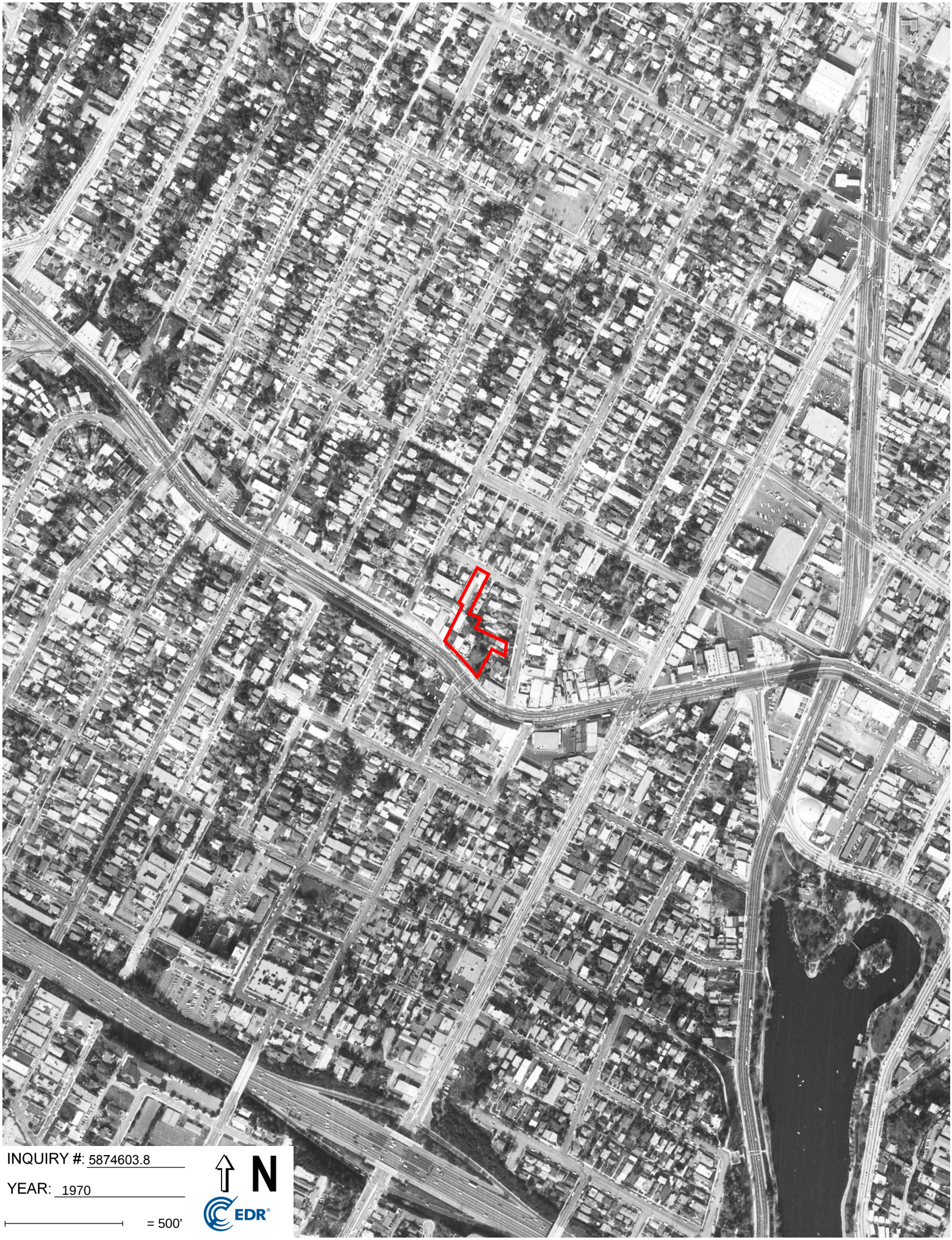
INQUIRY #: 5874603.8

YEAR: 1977

= 500'

N

EDR



INQUIRY #: 5874603.8

YEAR: 1970

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1964

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1952

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1948

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1938

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1928

= 500'

N

EDR

INQUIRY #: 5874603.8

YEAR: 1923

= 500'

N

EDR

2231 Sunset Bouelvard

2231 Sunset Bouelvard
Los Angeles, CA 90026

Inquiry Number: 5874603.5
November 19, 2019

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Executive Summary

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City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2014	EDR Digital Archive	-	X	X	-
	EDR Digital Archive	X	X	X	-
2010	EDR Digital Archive	-	X	X	-
	EDR Digital Archive	X	X	X	-
2006	Haines Company, Inc.	-	X	X	-
	Haines Company, Inc.	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines & Company, Inc.	-	-	-	-
2000	Haines & Company	-	X	X	-
	Haines & Company	X	X	X	-
1999	Haines Company	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1996	GTE	-	-	-	-
1995	Pacific Bell	-	-	-	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	X	X	-
1990	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1986	Pacific Bell	-	X	X	-
	Pacific Bell	X	X	X	-
1985	Pacific Bell	-	-	-	-
1981	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1980	Pacific Telephone Co	-	-	-	-
1976	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	-	-	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1970	Pacific Telephone	-	X	X	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1966	Pacific Telephone	-	-	-	-
1965	GTE	-	-	-	-
1964	Pacific Telephone	-	-	-	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	-	-	-
1958	Pacific Telephone	-	X	X	-
	Pacific Telephone	X	X	X	-
1957	Pacific Telephone	-	-	-	-
1956	Pacific Telephone	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
	Pacific Telephone & Telegraph Co.	X	X	X	-
1950	Pacific Telephone	-	-	-	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1947	Pacific Directory Co.	-	-	-	-
1946	Southern California Telephone Co	-	-	-	-
1945	The Glendale Directory Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	-	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	-	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	Los Angeles Directory Company Publishers	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	X	X	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

Address	***Type***	***Findings***
2217 Sunset Boulevard	Client Entered	
2219 Sunset Boulevard	Client Entered	
2221 Sunset Boulevard	Client Entered	
2223 Sunset Bouelvard	Client Entered	
2216 West Elsinore Street	Client Entered	X
2218 West Elsinore Street	Client Entered	X
1121 Mohawk	Client Entered	X
2225 Sunset Boulevard	Client Entered	X
2227 Sunset Boulevard	Client Entered	X
2229 Sunset Bouelvard	Client Entered	

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

2231 Sunset Bouelvard
Los Angeles, CA 90026

FINDINGS DETAIL

Target Property research detail.

Mohawk

1121 Mohawk

Year	Uses	Source
2006	o FLORESRemedios	Haines Company, Inc.
2000	FLORES Remedies	Haines & Company
1976	Ranieri Agostino	Pacific Telephone
1958	Cote Wilfred L	Pacific Telephone

Mohawk St

1121 Mohawk St

Year	Uses	Source
2014	ROBERT R ESTACIO	EDR Digital Archive
2010	ROBERT R ESTACIO	EDR Digital Archive

MOHAWK ST

1121 MOHAWK ST

Year	Uses	Source
2006	o FLORESRemedios	Haines Company, Inc.
2000	FLORES Remedies	Haines & Company
1976	Ranieri Agostino	Pacific Telephone
1958	Cote Wilfred L	Pacific Telephone

SUNSET BLVD W

2223 SUNSET BLVD W

Year	Uses	Source
2000	BERLIN Michael	Haines & Company
1951	W Sunset Tierney M G r	Pacific Telephone & Telegraph Co.

FINDINGS

2225 SUNSET BLVD W

Year	Uses	Source
2000	BLUE REEFS	Haines & Company
	MORSE Frances	Haines & Company
1951	Sunset Cal Pacific Co plastcs	Pacific Telephone & Telegraph Co.
	Sunst Bl Hose On Products	Pacific Telephone & Telegraph Co.

2227 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company
1951	Sunset Abbott Glass Co	Pacific Telephone & Telegraph Co.
	W Sunst Bl Pepito Virginia Mrs	Pacific Telephone & Telegraph Co.

2229 SUNSET BLVD W

Year	Uses	Source
2000	BOTANICA EL INDIO	Haines & Company
1951	Sunst Bl Ross Tevis A r	Pacific Telephone & Telegraph Co.
	W Sunst Bl Smith Harry N Mrs	Pacific Telephone & Telegraph Co.

2231 SUNSET BLVD W

Year	Uses	Source
2000	MORSE Frances	Haines & Company
1951	Sunset Albistegui Jose C r	Pacific Telephone & Telegraph Co.
	Sunset Morse Tillie Mrs r	Pacific Telephone & Telegraph Co.

Sunset Bouelvard

2223 Sunset Bouelvard

Year	Uses	Source

2229 Sunset Bouelvard

Year	Uses	Source

Sunset Boulevard

2217 Sunset Boulevard

Year	Uses	Source

FINDINGS

2219 Sunset Boulevard

Year	Uses	Source

2221 Sunset Boulevard

Year	Uses	Source

2225 Sunset Boulevard

Year	Uses	Source
2000	BLUE REEFS	Haines & Company
	MORSE Frances	Haines & Company
1990	BLUE REEFS	Pacific Bell
1986	BLUE REEFS	Pacific Bell
1981	BLUE REEFS	Pacific Telephone
1976	Hari Antiques & Miscellaneous	Pacific Telephone
1951	Sunset Cal Pacific Co plastcs	Pacific Telephone & Telegraph Co.
	Sunst Bl Hose On Products	Pacific Telephone & Telegraph Co.

2227 Sunset Boulevard

Year	Uses	Source
2006	ACT CARE	Haines Company, Inc.
	COMPASSIONATE	Haines Company, Inc.
	LA	Haines Company, Inc.
	LACAC	Haines Company, Inc.
2000	XXXX	Haines & Company
1990	SUNSET BEAUTY SALON	Pacific Bell
1986	SUNSET BEAUTY SALON	Pacific Bell
1981	MINNETTE S ANTIQUES ETCETERA	Pacific Telephone
1976	Minnettes Antiques Etcetera	Pacific Telephone
	Robles Paul	Pacific Telephone
1971	Minnettes Antiques Etcetera	Pacific Telephone
1967	Brunos New & Used Furn	Pacific Telephone
1951	Sunset Abbott Glass Co	Pacific Telephone & Telegraph Co.
	W Sunst Bl Pepito Virginia Mrs	Pacific Telephone & Telegraph Co.

W SUNSET BLVD

2223 W SUNSET BLVD

Year	Uses	Source
1990	SALMONES FRENANDO	Pacific Bell

FINDINGS

Year	Uses	Source
1976	Shemansky Alexander	Pacific Telephone
1971	Shemansky Alexander L	Pacific Telephone
1967	Tierney Margaret	Pacific Telephone

2225 W SUNSET BLVD

Year	Uses	Source
1990	BLUE REEFS	Pacific Bell
1986	BLUE REEFS	Pacific Bell
1981	BLUE REEFS	Pacific Telephone
1976	Hari Antiques & Miscellaneous	Pacific Telephone

W Sunset Blvd

2227 W Sunset Blvd

Year	Uses	Source
2010	FELIX FURNITURE	EDR Digital Archive

W SUNSET BLVD

2227 W SUNSET BLVD

Year	Uses	Source
2006	ACT CARE	Haines Company, Inc.
	COMPASSIONATE	Haines Company, Inc.
	LA	Haines Company, Inc.
	LACAC	Haines Company, Inc.
1990	SUNSET BEAUTY SALON	Pacific Bell
1986	SUNSET BEAUTY SALON	Pacific Bell
1981	MINNETTE S ANTIQUES ETCETERA	Pacific Telephone
1976	Minnettes Antiques Etcetera	Pacific Telephone
	Robles Paul	Pacific Telephone
1971	Minnettes Antiques Etcetera	Pacific Telephone
1967	Brunos New & Used Furn	Pacific Telephone

W Sunset Blvd

2229 W Sunset Blvd

Year	Uses	Source
2010	BOTANICA EL INDIO	EDR Digital Archive

FINDINGS

W SUNSET BLVD

2229 W SUNSET BLVD

Year	Uses	Source
2006	BOTANICA EL INDIO	Haines Company, Inc.
1990	BOTANICA EL INDIO	Pacific Bell
1986	BOTANICA EL INDIO	Pacific Bell
1976	Richards Brian Wm	Pacific Telephone
1971	Watt Clifford G	Pacific Telephone
1962	Perez Amalia	Pacific Telephone
1958	Delgado Gustavo	Pacific Telephone

2231 W SUNSET BLVD

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1990	FRAN S ANTIQUES & BRIC-A-BRACS	Pacific Bell
1986	FRAN S ANTIQUES & BRIC-A-BRACS	Pacific Bell
1981	FRAN S ANTIQUES & BRIC A BRACS	Pacific Telephone
1976	Frans Antiques & Bric A Bracs	Pacific Telephone
1971	Frans Antiques & Bric A Bracs	Pacific Telephone
1967	Save David	Pacific Telephone

2227 1/2 W SUNSET BLVD

Year	Uses	Source
1986	HERNANDEZ RUDOLFO	Pacific Bell

2229 1/2 W SUNSET BLVD

Year	Uses	Source
1981	HEANEY MARSHALL	Pacific Telephone

2231 1/2 W SUNSET BLVD

Year	Uses	Source
1990	LEBOEUF ELAINE	Pacific Bell

West Elsinore Street

2216 West Elsinore Street

Year	Uses	Source
2006	MORSE Frances	Haines Company, Inc.
2000	MORSE Frances	Haines & Company
1958	Murray Eunice	Pacific Telephone

FINDINGS

Year	Uses	Source
1951	Elsinore Nungester Harry r	Pacific Telephone & Telegraph Co.

2218 West Elsinore Street

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1976	Davis Doreen	Pacific Telephone
1958	Di Mambro Desidria	Pacific Telephone
1951	Elsinore Kay Harriet M r	Pacific Telephone & Telegraph Co.

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

Mohawk St

1101 Mohawk St

Year	Uses	Source
2010	GENTLEMENS BREAKFAST	EDR Digital Archive
	GENTLEMENS BREAKFAST	EDR Digital Archive

1102 Mohawk St

Year	Uses	Source
2014	SALON FOLKLORE	EDR Digital Archive
	SALON FOLKLORE	EDR Digital Archive

MOHAWK ST

1102 MOHAWK ST

Year	Uses	Source
2006	ALLABOARD	Haines Company, Inc.
2000	XXXX	Haines & Company
1958	Law Geo N pub acct	Pacific Telephone

Mohawk St

1104 Mohawk St

Year	Uses	Source
2010	SIRENS & SAILORS	EDR Digital Archive
	SIRENS & SAILORS	EDR Digital Archive

MOHAWK ST

1104 MOHAWK ST

Year	Uses	Source
2006	LOTITOChrds	Haines Company, Inc.
	SIRENS&SAILORS	Haines Company, Inc.
2000	LOTITO Chris	Haines & Company
1958	Smith Elma M	Pacific Telephone
	Smith Clinton C	Pacific Telephone

FINDINGS

1106 MOHAWK ST

Year	Uses	Source
2006	HERNANDEZ Ramon	Haines Company, Inc.
2000	WHITE ROSE CORP	Haines & Company

1113 MOHAWK ST

Year	Uses	Source
2006	BIGGARTWalter F	Haines Company, Inc.
2000	BERLIN Michael	Haines & Company
1976	Salmones Humberto	Pacific Telephone
	Arlindi Cesare	Pacific Telephone
1958	Dittrich Dorothy	Pacific Telephone
	Branstrup Dorena A	Pacific Telephone
	Abbott Otto S	Pacific Telephone

1115 MOHAWK ST

Year	Uses	Source
2006	DUCKWORTH Nikkl	Haines Company, Inc.
2000	a 1/2 SALAZAR Juana	Haines & Company
1958	Riley Marjorie E	Pacific Telephone
1951	Mohwk Williams Marie r	Pacific Telephone & Telegraph Co.
	Mohawk Livingston Lillian Juanita r	Pacific Telephone & Telegraph Co.

Mohawk St

1118 Mohawk St

Year	Uses	Source
2014	NAKED BUTTONS	EDR Digital Archive
	NAKED BUTTONS	EDR Digital Archive

MOHAWK ST

1118 MOHAWK ST

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	BARRERAJose	Haines Company, Inc.
	CABRERA Pi O	Haines Company, Inc.
	HERNANDE Johnny e+6	Haines Company, Inc.
	IBARAJavler	Haines Company, Inc.
	RAMIREZA	Haines Company, Inc.
	ZARAGOZARoberto	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2000	APARTMENTS CABRERA Pio	Haines & Company
	GUERRERO Herman	Haines & Company
	RAMIREZ Gladys	Haines & Company
	RAMIREZ A	Haines & Company
	MUNIZ Jorge Miguel	Haines & Company
	JONES Richard	Haines & Company
1976	Goldstein Taft	Pacific Telephone
	Phan Hien Hull	Pacific Telephone
	Ramirez J	Pacific Telephone
	Staley Dorothy	Pacific Telephone
1958	Corwin Lillian M	Pacific Telephone
	Gallegos Cordelia	Pacific Telephone
	Graham Vivian	Pacific Telephone
	Keseling Ida L	Pacific Telephone
	Mc Cowan Richard L	Pacific Telephone
	Shamrock Chas	Pacific Telephone
	Spigler Florence M	Pacific Telephone
	Ticer Arnie L	Pacific Telephone
1951	McKeehan Nila r	Pacific Telephone & Telegraph Co.
	Solberg Ione r	Pacific Telephone & Telegraph Co.
	McClosky Thelma r	Pacific Telephone & Telegraph Co.
	A Barker I r	Pacific Telephone & Telegraph Co.
	Roberts Marie C r	Pacific Telephone & Telegraph Co.
	Kilbride Frank r	Pacific Telephone & Telegraph Co.
	Gregory Harry r	Pacific Telephone & Telegraph Co.
	Mohwk Rayo Apts	Pacific Telephone & Telegraph Co.

1120 MOHAWK ST

Year	Uses	Source
1970	JONTE H A	Pacific Telephone

1122 MOHAWK ST

Year	Uses	Source
2006	LOTITO Chris	Haines Company, Inc.
2000	LOTITO Chris	Haines & Company
1958	Wilson Evelyn L	Pacific Telephone
1951	Mohawk Wilson Evelyn L r	Pacific Telephone & Telegraph Co.

FINDINGS

1126 MOHAWK ST

Year	Uses	Source
2000	GREEN Arthur	Haines & Company
	RILEY Majone E	Haines & Company
1976	Riley Marcorle E	Pacific Telephone
1958	Bloch Marie	Pacific Telephone

1127 MOHAWK ST

Year	Uses	Source
2006	o TUONGVan Dau	Haines Company, Inc.
2000	TUONG Van Dau	Haines & Company

1128 MOHAWK ST

Year	Uses	Source
2006	NABAVI MIr Mahmood	Haines Company, Inc.
	GREEN ARTHUR	Haines Company, Inc.
2000	a 1/2 NABAVI Mir Mahmood	Haines & Company
1976	Jensen C J	Pacific Telephone
1958	Leboeuf Geo Mrs	Pacific Telephone
	Doggett Myrtle B Mrs	Pacific Telephone
1951	Mohwk Klein Mark r	Pacific Telephone & Telegraph Co.

1129 MOHAWK ST

Year	Uses	Source
2006	CHENG Jonathan	Haines Company, Inc.
2000	CHENG Jonathan	Haines & Company
1976	Lawlor John H	Pacific Telephone
1951	Mohwk Sormano Lulu Frances r	Pacific Telephone & Telegraph Co.

1130 MOHAWK ST

Year	Uses	Source
2006	/ BARLETTBob	Haines Company, Inc.
2000	a 1/2 BARTLETT Bob	Haines & Company
1976	Hadzinsky Wolodymyr	Pacific Telephone
	Everhart I	Pacific Telephone
1958	Stubbs R Mrs	Pacific Telephone
	Dornberger Hedwig	Pacific Telephone
1951	Mohwk Nichols V R r	Pacific Telephone & Telegraph Co.
	Mohawk Allen Valeri	Pacific Telephone & Telegraph Co.

FINDINGS

1131 MOHAWK ST

Year	Uses	Source
2006	XOX	Haines Company, Inc.
2000	NARRIS Handsford	Haines & Company
1976	Tan Graciano D	Pacific Telephone
1958	De Minico Albert C	Pacific Telephone
	Blazys Edw	Pacific Telephone
1951	Mohwk Tenney Frank W r	Pacific Telephone & Telegraph Co.

1133 MOHAWK ST

Year	Uses	Source
2006	BLANCASDEPERAL	Haines Company, Inc.
	Palricia	Haines Company, Inc.
	GABRIELAna Marila	Haines Company, Inc.
	LOPEZ Leo	Haines Company, Inc.
2000	MORIN Juan C	Haines & Company
	GABRIEL Ana Maria	Haines & Company
	ESQUIVEL Inocencia	Haines & Company
1951	Mohwk Drake Frank E r	Pacific Telephone & Telegraph Co.

Mohawk St

1135 Mohawk St

Year	Uses	Source
2010	WHAT DOING PRODUCTIONS	EDR Digital Archive
	WHAT DOING PRODUCTIONS	EDR Digital Archive

MOHAWK ST

1135 MOHAWK ST

Year	Uses	Source
2006	a MILLER Lee	Haines Company, Inc.
2000	ARAUJO Jose	Haines & Company
1976	Le Vine Geo K	Pacific Telephone
1958	Allen E E	Pacific Telephone

1136 MOHAWK ST

Year	Uses	Source
1970	QUINLAN J R DR	Pacific Telephone

FINDINGS

1138 MOHAWK ST

Year	Uses	Source
2006	ROBLES Isaias	Haines Company, Inc.
2000	PALOMARES Vilma	Haines & Company
1958	Barreto Gil	Pacific Telephone
1951	Mohwk Burton Robt L Rev r	Pacific Telephone & Telegraph Co.

1140 MOHAWK ST

Year	Uses	Source
1970	CHANDLER WHATELY N	Pacific Telephone

1141 MOHAWK ST

Year	Uses	Source
2006	NEGREJose	Haines Company, Inc.
2000	NEGRE Jose	Haines & Company
1976	Wright Coral W	Pacific Telephone
1958	Wright Coral W	Pacific Telephone
1951	Mohwk Wright Coral W r	Pacific Telephone & Telegraph Co.
	Mohwk Rowland Wm J r	Pacific Telephone & Telegraph Co.

1145 MOHAWK ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
2000	XXXX	Haines & Company
1976	Toy Bowan	Pacific Telephone
1958	Lieu Ngon Hong	Pacific Telephone
1951	Mohwk Long Frank C r	Pacific Telephone & Telegraph Co.

ROSEMONT AVE

1029 ROSEMONT AVE

Year	Uses	Source
1924	PAWLING Clement A plumber r	Los Angeles Directory Co.
	PAWLING Henry L h	Los Angeles Directory Co.

1071 ROSEMONT AVE

Year	Uses	Source
1937	Roamer Carl electn	Los Angeles Directory Co.

FINDINGS

1088 ROSEMONT AVE

Year	Uses	Source
1990	WILKERSON BILL	Pacific Bell

SUNSET BLVD

2234 SUNSET BLVD

Year	Uses	Source
1981	ROYCE S OLD FURNITURE	Pacific Telephone
1937	Furlott Harry P	Los Angeles Directory Co.

2251 SUNSET BLVD

Year	Uses	Source
1981	BREUNING M C	Pacific Telephone
1976	Breuning M C	Pacific Telephone
1962	Darcy Elleen	Pacific Telephone

SUNSET BLVD W

2155 SUNSET BLVD W

Year	Uses	Source
2000	LOTITO Chris	Haines & Company
1951	Selvaggio G S	Pacific Telephone & Telegraph Co.
	Searles Francis John Sr r	Pacific Telephone & Telegraph Co.
	Sunset Bl	Pacific Telephone & Telegraph Co.

2157 SUNSET BLVD W

Year	Uses	Source
2000	LUXE DE VILLE	Haines & Company
1951	Sunset Hasson Asher shoe repr	Pacific Telephone & Telegraph Co.

2160 SUNSET BLVD W

Year	Uses	Source
2000	WELLS TILE	Haines & Company

2162 SUNSET BLVD W

Year	Uses	Source
2000	POTTER Josephine	Haines & Company
1951	Sunset Aero Publishers Inc	Pacific Telephone & Telegraph Co.
	W Sunset Air Photo Guide Inc	Pacific Telephone & Telegraph Co.

FINDINGS

2164 SUNSET BLVD W

Year	Uses	Source
2000	ORTEGA Paulina L	Haines & Company
	CZIRBAN Paul M	Haines & Company
1951	W Sunset	Pacific Telephone & Telegraph Co.
	Cazaux Wm r	Pacific Telephone & Telegraph Co.

2166 SUNSET BLVD W

Year	Uses	Source
2000	OLD L A ANTIQUES	Haines & Company
1951	W Sunst Bl Sid Rose of Calif	Pacific Telephone & Telegraph Co.

2170 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company
1951	Sunst Bl Gordon Pat Independent Home Supply Co	Pacific Telephone & Telegraph Co.
	Sunst Bl Independent Home Supply Co main ofc	Pacific Telephone & Telegraph Co.
	Sunst Bl William David Independent Home Supply Co	Pacific Telephone & Telegraph Co.
	Sunst Bl Independent Home Supply Co appliance dept	Pacific Telephone & Telegraph Co.

2200 SUNSET BLVD W

Year	Uses	Source
1951	W Sunset Anderson Busick Co ice cream	Pacific Telephone & Telegraph Co.

2201 SUNSET BLVD W

Year	Uses	Source
2000	GREEN ARTHUR	Haines & Company
	GROSSBLATT Tracy	Haines & Company
1951	W Sunset Mohawk Clnrs & Dyers	Pacific Telephone & Telegraph Co.

2202 SUNSET BLVD W

Year	Uses	Source
2000	MUSHMEL Fahmy	Haines & Company

2203 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

FINDINGS

2204 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

2205 SUNSET BLVD W

Year	Uses	Source
2000	MINNRTTES ANTIQUES ETCETERA	Haines & Company
1951	Sunst Bl Mohawk Cafe	Pacific Telephone & Telegraph Co.

2206 SUNSET BLVD W

Year	Uses	Source
2000	MIRAGE NAILS	Haines & Company

2208 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company
1951	Sunset Bertz Jac Studio windw displys	Pacific Telephone & Telegraph Co.

2209 SUNSET BLVD W

Year	Uses	Source
2000	WELLS ANTIQUES	Haines & Company

2210 SUNSET BLVD W

Year	Uses	Source
2000	ECHO MART	Haines & Company
1951	W Sunst Bl Warrior Products Co of Calif	Pacific Telephone & Telegraph Co.

2211 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company
1951	W Sunst Blake Distrbtng Co	Pacific Telephone & Telegraph Co.

2212 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company
1951	Sunset Bertz Freda C r	Pacific Telephone & Telegraph Co.

2213 SUNSET BLVD W

Year	Uses	Source
2000	ANTQ & CLLCTBLS	Haines & Company
	PERON	Haines & Company

FINDINGS

2214 SUNSET BLVD W

Year	Uses	Source
2000	FOSTERS FREEZE	Haines & Company
	KING BOWL	Haines & Company
1951	Sunset Colgan Fred news dlr	Pacific Telephone & Telegraph Co.

2216 SUNSET BLVD W

Year	Uses	Source
2000	XXXX	Haines & Company

2222 SUNSET BLVD W

Year	Uses	Source
2000	GRAZZIANI Rebecca	Haines & Company
	PINEDA Ceballos Jorge	Haines & Company
1951	Sunset Curtis Elizabeth r	Pacific Telephone & Telegraph Co.

2233 SUNSET BLVD W

Year	Uses	Source
2000	MARKET DELMY	Haines & Company

2235 SUNSET BLVD W

Year	Uses	Source
2000	R & R ANTIQUES	Haines & Company

2237 SUNSET BLVD W

Year	Uses	Source
2000	BARNETT PHILIP ATTY	Haines & Company

2239 SUNSET BLVD W

Year	Uses	Source
2000	PALACIOS Maria	Haines & Company
1951	Sunset Newart Music Studio	Pacific Telephone & Telegraph Co.
	Sunset Rushdooni Newart Mrs r	Pacific Telephone & Telegraph Co.

2251 SUNSET BLVD W

Year	Uses	Source
2000	VIDAL Carmen Elena	Haines & Company

2269 SUNSET BLVD W

Year	Uses	Source
2000	BARRERAS Omelio	Haines & Company
	AREVALO Antonio	Haines & Company

FINDINGS

Year	Uses	Source
2000	SANCHEZ Estela A	Haines & Company

W SENSET BLVD

2164 W SENSET BLVD

Year	Uses	Source
1990	CZIRBAN PAUL M	Pacific Bell

W SUNSET BLVD

2144 W SUNSET BLVD

Year	Uses	Source
2006	Maseakazu	Haines Company, Inc.
	MATSUURA	Haines Company, Inc.

2146 W SUNSET BLVD

Year	Uses	Source
2006	HOROWITZ JOEL OD	Haines Company, Inc.
1981	ASSOCIATED AIR BALANCE COUNCIL	Pacific Telephone
	SYSTEMS	Pacific Telephone
1976	Associated Air Balance Council	Pacific Telephone
1971	Associated Air Balance Council	Pacific Telephone
1962	Eskimo Products Distributors	Pacific Telephone
1958	Eskimo Products Distributors	Pacific Telephone

W Sunset Blvd

2148 W Sunset Blvd

Year	Uses	Source
2010	SLAKE MEDIA	EDR Digital Archive
	SLAKE MEDIA	EDR Digital Archive

W SUNSET BLVD

2148 W SUNSET BLVD

Year	Uses	Source
2006	TRUE COLORS	Haines Company, Inc.
	/2 BONFIRE FILMS	Haines Company, Inc.
	ANTQUES	Haines Company, Inc.
	PRIME SERVICE	Haines Company, Inc.
	COMMUNICATION	Haines Company, Inc.

FINDINGS

Year	Uses	Source
1990	FIVE STAR SERVICES	Pacific Bell
1986	FIVE STAR SERVICES	Pacific Bell
1976	National Environmental Systems Corp	Pacific Telephone
	Natl Air Balance Co Inc	Pacific Telephone
	Natl Air Balance Co Inc	Pacific Telephone
	Lemos Boris M consltng engnr	Pacific Telephone
1971	National Enviromental Survey Corp	Pacific Telephone
	Natl Air Balance Co Inc	Pacific Telephone
	Natl Air Balance Co Inc	Pacific Telephone
1967	Norby Ethel Z Mrs	Pacific Telephone
	Associated Air Balance Council	Pacific Telephone
1962	Sheppard Valma	Pacific Telephone
	Norby Ethel Z Mrs	Pacific Telephone

2150 W SUNSET BLVD

Year	Uses	Source
2006	ALVARADO FIELDEN	Haines Company, Inc.
	& HEATING CO	Haines Company, Inc.
	GILSON PLUMBING	Haines Company, Inc.
	PLUMBING&HTG	Haines Company, Inc.
1990	FIELDEN-ALVARADO PLUMBING & HEATING CO	Pacific Bell
	ALVARADO-FIELDEN PLUMBING & HEATING CO	Pacific Bell
1986	FIELDEN-ALVARADO PLUMBING & HEATING CO	Pacific Bell
1981	FIELDEN-ALVARADO PLUMBING & HEATING CO	Pacific Telephone
	ALVARADO-FIELDEN PLUMBING & HEATING CO	Pacific Telephone
1976	ALVARADO FIELDEN PLUMBING & HEATING CO	Pacific Telephone
	Fielden Alvarado Plumbing & Heating Co	Pacific Telephone
1971	ALVARADO FIELDEN PLUMBING & HEATING CO	Pacific Telephone
	ALVARADO FIELDEN PLUMBING & HEATING CO	Pacific Telephone

FINDINGS

W Sunset Blvd

2154 W Sunset Blvd

Year	Uses	Source
2014	PETA	EDR Digital Archive
	PETA	EDR Digital Archive

W SUNSET BLVD

2154 W SUNSET BLVD

Year	Uses	Source
2006	SLEEPEZ	Haines Company, Inc.
	MATTRESS	Haines Company, Inc.
1990	SLEEP E-Z MATTRESS CO	Pacific Bell
1986	MARS INDUSTRIES OF AMERICA INC	Pacific Bell
	SLEEP E-Z MATTRESS CO	Pacific Bell
1981	SLEEP E-Z MATTRESS CO	Pacific Telephone
1976	SLEEP E Z MATTRESS CO	Pacific Telephone
1971	SLEEP E Z MATTRESS CO	Pacific Telephone
1962	H & M Sales Co	Pacific Telephone
	Acme Novelty Co imprtrs	Pacific Telephone
	Centennial Novelty Co	Pacific Telephone
	Gold Arrow Products Imprtrs	Pacific Telephone
	Goldfarb Novelty Co imprtrs	Pacific Telephone
1958	Centennial Novelty Co	Pacific Telephone
	H & M Sales Co	Pacific Telephone

2160 W SUNSET BLVD

Year	Uses	Source
1990	MARCUS FINE ART	Pacific Bell
	TWITCHELL KENT	Pacific Bell
1986	TWITCHELL KENT	Pacific Bell
1981	ART RESOURCE	Pacific Telephone
	GARCIA LAWRENCE ART RESOURCE	Pacific Telephone
	TWITCHELL KENT	Pacific Telephone
1976	Garcia Lawrence	Pacific Telephone
	Artesia Resources	Pacific Telephone

FINDINGS

W Sunset Blvd

2162 W Sunset Blvd

Year	Uses	Source
2014	MOHAWK ALLEY ANIMAL HOSP INC	EDR Digital Archive
	MOHAWK ALLEY ANIMAL HOSP INC	EDR Digital Archive
2010	WELLS	EDR Digital Archive
	WELLS	EDR Digital Archive

W SUNSET BLVD

2162 W SUNSET BLVD

Year	Uses	Source
2006	WELLS ANTIQUES	Haines Company, Inc.
1976	Roscoe D	Pacific Telephone

W Sunset Blvd

2164 W Sunset Blvd

Year	Uses	Source
2014	PAUL M CZIRBAN FINE ART	EDR Digital Archive
	PAUL M CZIRBAN FINE ART	EDR Digital Archive
2010	PAUL M CZIRBAN FINE ART	EDR Digital Archive
	PAUL M CZIRBAN FINE ART	EDR Digital Archive

W SUNSET BLVD

2164 W SUNSET BLVD

Year	Uses	Source
2006	LOPEZAniceto	Haines Company, Inc.
	CZIRBANPaul M	Haines Company, Inc.
1986	CZIRBAN PAUL M	Pacific Bell
1981	CZIRBAN PAUL M	Pacific Telephone
1976	Marys Antiques	Pacific Telephone

W Sunset Blvd

2166 W Sunset Blvd

Year	Uses	Source
2010	OLD L A ANTIQUES	EDR Digital Archive
	OLD L A ANTIQUES	EDR Digital Archive

FINDINGS

W SUNSET BLVD

2166 W SUNSET BLVD

Year	Uses	Source
2006	OLDLAANTIQUES	Haines Company, Inc.
1990	RE-RUNS	Pacific Bell
1986	RE RUNS	Pacific Bell
1981	THE	Pacific Telephone
1976	Eclectic The	Pacific Telephone
1971	Grandpas Goodies antiques	Pacific Telephone
1967	Grandpas Goodies	Pacific Telephone

W Sunset Blvd

2170 W Sunset Blvd

Year	Uses	Source
2014	K9 LOFT	EDR Digital Archive
	TERRA FIRMA ENTERPRISES LLC	EDR Digital Archive
	TERRA FIRMA ENTERPRISES LLC	EDR Digital Archive
	K9 LOFT	EDR Digital Archive
2010	TERRA FIRMA ENTERPRISES LLC	EDR Digital Archive
	2170 SUNSET GDAS LLC	EDR Digital Archive
	ROADSIDE AMERICA ANTIQUES	EDR Digital Archive
	K9 LOFT	EDR Digital Archive
	SABOURI AFSHIN	EDR Digital Archive
	707 LLC	EDR Digital Archive
	TERRA FIRMA ENTERPRISES LLC	EDR Digital Archive
	707 LLC	EDR Digital Archive
	2170 SUNSET GDAS LLC	EDR Digital Archive
	SABOURI AFSHIN	EDR Digital Archive
	K9 LOFT	EDR Digital Archive
	ROADSIDE AMERICA ANTIQUES	EDR Digital Archive

W SUNSET BLVD

2170 W SUNSET BLVD

Year	Uses	Source
2006	REVOLUTION	Haines Company, Inc.
	FUNKY	Haines Company, Inc.

Year	Uses	Source
1990	QUINTA CONVENCION DE INSTITUCIONES PERUANAS DE LOS ESTADOS UNIDOS DE NORTE	Pacific Bell
	CAYES AUTO PARTS	Pacific Bell
	G & G IRON FACTORY	Pacific Bell
1986	G & G IRON FACTORY	Pacific Bell
	CAYES AUTO PARTS	Pacific Bell
	PERUVIAN CHAMBER OF COMMERCE OF CALIF	Pacific Bell
1981	GORDON PAT INDEPENDENT HOME SUPPLY CO	Pacific Telephone
	INDEPENDENT HOME SUPPLY CO	Pacific Telephone
	WILLIAMS J DAVID INDEPENDENT HOME SUPPLY CO	Pacific Telephone
1976	Gordon Pat Independent Home Supply Co	Pacific Telephone
	Independent Home Supply Co	Pacific Telephone
	Williams J David Independent Home Supply Co	Pacific Telephone
1971	Gordon Pat Independent Home Supply Co	Pacific Telephone
	Independent Home Supply Co	Pacific Telephone
	Main Ofc	Pacific Telephone
	Independent Home Supply Co	Pacific Telephone
	Appliance Dept	Pacific Telephone
	Williams J David Independent Home Supply Co	Pacific Telephone

W Sunset Blvd

2200 W Sunset Blvd

Year	Uses	Source
2014	7-ELEVEN INC	EDR Digital Archive
	7-ELEVEN INC	EDR Digital Archive
2010	7-ELEVEN INC	EDR Digital Archive
	7-ELEVEN INC	EDR Digital Archive

W SUNSET BLVD

2200 W SUNSET BLVD

Year	Uses	Source
2006	SEVEN 11 FOOD NO 33028	Haines Company, Inc.
1981	FOSTER S OLD FASHION FREEZE LOS ANGELES	Pacific Telephone

FINDINGS

Year	Uses	Source
1981	DRIGHT FOSTER S OLD FASHION FREEZE	Pacific Telephone
1976	FOSTER SOLD FASHION FREEZE Los Angeles	Pacific Telephone
	Busick Dwight Fosters Old Fashion Free	Pacific Telephone
1971	Busick Dwight Fosters Old Fashion Freeze	Pacific Telephone
1967	Busick Dwight Fosters Old Fashion Freeze	Pacific Telephone
	Fosters Old Fashion Freeze	Pacific Telephone
1962	Busick Dwight Fosters Old Fashion Freeze	Pacific Telephone
	Lewis Sidney	Pacific Telephone
1958	Busick Dwight Co ice cream	Pacific Telephone

2201 W SUNSET BLVD

Year	Uses	Source
2006	KIDSAREALRIGHT	Haines Company, Inc.
1990	GREEN ARTHUR ANTIQS	Pacific Bell
1986	GREEN ARTHUR ANTIQS	Pacific Bell
1981	ARTHUR ANTIQS	Pacific Telephone
1976	Green Arthur antiqs	Pacific Telephone
1971	Green Arthur antiqs	Pacific Telephone
1967	Mohawk Cleaners & Dyers	Pacific Telephone
1962	Mohawk Cleaners & Dyers	Pacific Telephone
1958	Mohawk Clnrs & Dyers	Pacific Telephone

W Sunset Blvd

2202 W Sunset Blvd

Year	Uses	Source
2014	OTHAI ENTERPRISES	EDR Digital Archive
	OTHAI ENTERPRISES	EDR Digital Archive
2010	OTHAI ENTERPRISES	EDR Digital Archive
	OTHAI ENTERPRISES	EDR Digital Archive

W SUNSET BLVD

2202 W SUNSET BLVD

Year	Uses	Source
2006	OTHAI	Haines Company, Inc.
1991	CHIEF AUTO PARTS	Pacific Bell

FINDINGS

Year	Uses	Source
1990	CHIEF AUTO PARTS	Pacific Bell
1986	CHIEF AUTO PARTS BELL	Pacific Bell

2203 W SUNSET BLVD

Year	Uses	Source
2006	KOHLMAN QUINN	Haines Company, Inc.
1971	All Repairs	Pacific Telephone

2204 W SUNSET BLVD

Year	Uses	Source
1990	SAM S PIZZA & DONUT	Pacific Bell

W Sunset Blvd

2205 W Sunset Blvd

Year	Uses	Source
2014	WHOLE BODY METHOD	EDR Digital Archive
	WHOLE BODY METHOD	EDR Digital Archive
2010	MINNETTES ANTIQUES	EDR Digital Archive
	MINNETTES ANTIQUES	EDR Digital Archive

W SUNSET BLVD

2205 W SUNSET BLVD

Year	Uses	Source
2006	ETCETERA	Haines Company, Inc.
	ANTIQUES	Haines Company, Inc.
	MINNETTES	Haines Company, Inc.
1990	TERRAZA CLUB	Pacific Bell
	TERRAZA CLUB	Pacific Bell
1986	TERRAZA CLUB	Pacific Bell
	TERRAZA CLUB	Pacific Bell
1981	TERRAZA CLUB	Pacific Telephone
	TERRAZA CLUB	Pacific Telephone
1976	Mahawk Cafe	Pacific Telephone

FINDINGS

W Sunset Blvd

2206 W Sunset Blvd

Year	Uses	Source
2014	MIRAGE NAILS	EDR Digital Archive
	MIRAGE NAILS	EDR Digital Archive
2010	MIRAGE NAILS	EDR Digital Archive
	MIRAGE NAILS	EDR Digital Archive

W SUNSET BLVD

2206 W SUNSET BLVD

Year	Uses	Source
2006	MIRAGE NAILS	Haines Company, Inc.
1990	BAMBOO BROILER FILIPINO BBQ	Pacific Bell
1986	BAMBOO BROILER FILIPINO BBQ	Pacific Bell
1967	Smith Steven R desgn	Pacific Telephone

W Sunset Blvd

2208 W Sunset Blvd

Year	Uses	Source
2014	SARANROM THAI SPA	EDR Digital Archive
	ASK 4 MUSIC RECORDS	EDR Digital Archive
	ASK 4 MUSIC RECORDS	EDR Digital Archive
	SARANROM THAI SPA	EDR Digital Archive
2010	F L O R I S T AND ROSES	EDR Digital Archive
	BEAUTY DAY SPA	EDR Digital Archive
	RELAX PLACE	EDR Digital Archive
	F L O R I S T AND ROSES	EDR Digital Archive
	BEAUTY DAY SPA	EDR Digital Archive
	RELAX PLACE	EDR Digital Archive

W SUNSET BLVD

2208 W SUNSET BLVD

Year	Uses	Source
1990	ECHO PARK CHIROPRACTIC	Pacific Bell
	JONES CAROL ANN DC	Pacific Bell
	HURLEY ROBERT D	Pacific Bell
1986	CHIC S VIDEO	Pacific Bell

Year	Uses	Source
1971	Silver Lake Sandel Co	Pacific Telephone

W Sunset Blvd

2209 W Sunset Blvd

Year	Uses	Source
2014	MINNETTES ANTIQUES	EDR Digital Archive
	L A AGAIN	EDR Digital Archive
	L A AGAIN	EDR Digital Archive
	MINNETTES ANTIQUES	EDR Digital Archive
2010	L A AGAIN	EDR Digital Archive
	RUMERB INC	EDR Digital Archive
	L A AGAIN	EDR Digital Archive
	RUMERB INC	EDR Digital Archive

W SUNSET BLVD

2209 W SUNSET BLVD

Year	Uses	Source
2006	RUMER B ANTIQUES	Haines Company, Inc.
1990	MINNETTE S ANTIQUES ETCETERA	Pacific Bell
1986	MINNETTES ANTIQUES ETCETERA	Pacific Bell
1981	TUESDAY S CHILD	Pacific Telephone
1967	Grannys Rocker antiqs	Pacific Telephone

W Sunset Blvd

2210 W Sunset Blvd

Year	Uses	Source
2014	SUNSET ORGANIC CENTER	EDR Digital Archive
	MONSTER VAPE LOUNGE INC	EDR Digital Archive
	SUNSET ORGANIC CENTER	EDR Digital Archive
	MONSTER VAPE LOUNGE INC	EDR Digital Archive
2010	EASTSIDE REAL ESTATE SERVICES	EDR Digital Archive
	EASTSIDE REAL ESTATE SERVICES	EDR Digital Archive

FINDINGS

W SUNSET BLVD

2210 W SUNSET BLVD

Year	Uses	Source
1990	WESTERN UNION CONSUMER SERVICES	Pacific Bell
	ECHO MART	Pacific Bell
1986	ECHO MART	Pacific Bell
1958	Felix Studio photgrphy	Pacific Telephone

W Sunset Blvd

2211 W Sunset Blvd

Year	Uses	Source
2014	HUB GALLERY	EDR Digital Archive
	HUB GALLERY	EDR Digital Archive
2010	ART & ANTIQUES	EDR Digital Archive
	ART & ANTIQUES	EDR Digital Archive

W SUNSET BLVD

2211 W SUNSET BLVD

Year	Uses	Source
2006	VANSTONE PETER	Haines Company, Inc.
1990	LOOKY LOOS	Pacific Bell
1986	ADAMS CHARLES ANTIQS	Pacific Bell
1981	ADAMS CHARLES ANTIQS	Pacific Telephone
1967	Fairbanks Chas W	Pacific Telephone

W Sunset Blvd

2212 W Sunset Blvd

Year	Uses	Source
2014	MOMOYAMA	EDR Digital Archive
	MIYAKO	EDR Digital Archive
	MOMOYAMA	EDR Digital Archive
	MIYAKO	EDR Digital Archive
2010	MOMOYAMA	EDR Digital Archive
	MIYAKO	EDR Digital Archive
	MOMOYAMA	EDR Digital Archive
	MIYAKO	EDR Digital Archive

FINDINGS

W SUNSET BLVD

2212 W SUNSET BLVD

Year	Uses	Source
2006	MIYAKO	Haines Company, Inc.
1976	Smith William G atty	Pacific Telephone
	Smith Kogan Honig & Smith attys	Pacific Telephone
	Smith Carol K atty	Pacific Telephone
	Honig Barbara atty	Pacific Telephone
	Kogan Michael L atty	Pacific Telephone

W Sunset Blvd

2213 W Sunset Blvd

Year	Uses	Source
2014	MYRTLE	EDR Digital Archive
	WHITHEY BICKERS DBA MYRTLE	EDR Digital Archive
	WHITHEY BICKERS DBA MYRTLE	EDR Digital Archive
	MYRTLE	EDR Digital Archive
2010	BOBBIE	EDR Digital Archive
	BOBBIE	EDR Digital Archive

W SUNSET BLVD

2213 W SUNSET BLVD

Year	Uses	Source
2006	PERONANTQ&	Haines Company, Inc.
	CLLCTBLS	Haines Company, Inc.
1986	DEPENDABLE PRINTERS	Pacific Bell
1981	DEPENDABLE PRINTERS	Pacific Telephone
1976	Dependable Printers	Pacific Telephone
1971	Dependable Printers	Pacific Telephone
1967	Dependable Printers	Pacific Telephone
1962	Dependable Printers	Pacific Telephone
1958	Dependable Printers	Pacific Telephone

W Sunset Blvd

2214 W Sunset Blvd

Year	Uses	Source
2014	KING BOWL	EDR Digital Archive

FINDINGS

Year	Uses	Source
2014	KING BOWL	EDR Digital Archive
2010	KING BOWL	EDR Digital Archive
	KING BOWL	EDR Digital Archive

W SUNSET BLVD

2214 W SUNSET BLVD

Year	Uses	Source
2006	KINGBOWL	Haines Company, Inc.
1990	FOSTERS FREEZE	Pacific Bell
	KING BOWL	Pacific Bell
1986	FOSTERS FREEZE	Pacific Bell
1958	Coast Carpet Sales & Installations	Pacific Telephone

2216 W SUNSET BLVD

Year	Uses	Source
1981	CAMPOS DRESS SHOP	Pacific Telephone
1967	Club Party	Pacific Telephone
1958	L A School of Massage & Physical Therapy	Pacific Telephone

2222 W SUNSET BLVD

Year	Uses	Source
2006	o GRAZZIANI Rebcca	Haines Company, Inc.
1981	MARSHALL EDW B	Pacific Telephone
1976	Kezshom Ivan	Pacific Telephone
1971	Curtis Elizabeth	Pacific Telephone

W Sunset Blvd

2233 W Sunset Blvd

Year	Uses	Source
2010	TIENDA DELMY	EDR Digital Archive
	TIENDA DELMY	EDR Digital Archive

W SUNSET BLVD

2233 W SUNSET BLVD

Year	Uses	Source
2006	MARKETDELMY	Haines Company, Inc.
1990	DUARTE S PRODUCE MKT	Pacific Bell

FINDINGS

Year	Uses	Source
1986	DUARTE S PRODUCE MKT	Pacific Bell
1981	H & R BLOCK	Pacific Telephone
1976	Baturro Meat Mkt	Pacific Telephone
1971	El Baturro Grocery Store	Pacific Telephone

2235 W SUNSET BLVD

Year	Uses	Source
2006	ANTI MARKET	Haines Company, Inc.
1986	FERNANDO S FLOWER SHOP	Pacific Bell

W Sunset Blvd

2237 W Sunset Blvd

Year	Uses	Source
2014	HOUSE OF INTUITION	EDR Digital Archive
	HOUSE OF INTUITION	EDR Digital Archive
2010	HOUSE OF INTUITION	EDR Digital Archive
	HOUSE OF INTUITION	EDR Digital Archive

W SUNSET BLVD

2237 W SUNSET BLVD

Year	Uses	Source
1990	BARNETT PHILIP ATTY	Pacific Bell
1986	BARNETT PHILIP ATTY	Pacific Bell
1981	HERROD MERLE A ATTY	Pacific Telephone
	HOWIES TRAVELING PUPPET THEATRE	Pacific Telephone
	BARNETT PHILIP ATTY	Pacific Telephone
1976	Herrod Merle A atty	Pacific Telephone
	Barnett Philip atty	Pacific Telephone
1971	Barnett Philip atty	Pacific Telephone
1967	Barnett Philip atty	Pacific Telephone

2239 W SUNSET BLVD

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
1990	CORRAL CONCEPCION L	Pacific Bell
1981	EDISON CARBONIC GAS SERVICE	Pacific Telephone
	EDISON HOOD & DUCT CLEANING CO	Pacific Telephone

Year	Uses	Source
1981	EDISON FIRE EXINGUISHER CO	Pacific Telephone
1976	Edison Fire Extinguisher Co	Pacific Telephone

2251 W SUNSET BLVD

Year	Uses	Source
2006	GARCIA Margarita	Haines Company, Inc.
1990	SAMANIEGO JOSE	Pacific Bell
	ORLANDO SONIA	Pacific Bell
	HEIDELBERG WERNER	Pacific Bell
1986	BUSCH LUCILLE M	Pacific Bell
	HEIDELBERG WERNER	Pacific Bell
1981	BUSCH LUCILLE M	Pacific Telephone
	HEIDELBERG WERNER	Pacific Telephone
	MATYAZICH FRANK MRS	Pacific Telephone
1976	Heidelberg Werner	Pacific Telephone
	Matyazich Frank Mrs	Pacific Telephone
1971	Busch Lucille M	Pacific Telephone
	Delgado Candido	Pacific Telephone
	Diaz Lucia	Pacific Telephone
	Matyazich Frank Mrs	Pacific Telephone
1967	Busch Lucille M	Pacific Telephone
	Darcy E	Pacific Telephone
	Matyazich Frank Mrs	Pacific Telephone
	Pacheco Violeta	Pacific Telephone
1962	Jaramillo Albert	Pacific Telephone
	Jaramillo Astrid	Pacific Telephone
1958	Webster Jos J	Pacific Telephone

W Sunset Blvd

2269 W Sunset Blvd

Year	Uses	Source
2010	CONVENIENT SITE INFO	EDR Digital Archive
	CONVENIENT SITE INFO	EDR Digital Archive

W SUNSET BLVD

2269 W SUNSET BLVD

Year	Uses	Source
2006	ELIASMada	Haines Company, Inc.

FINDINGS

Year	Uses	Source
2006	LEONARDO G	Haines Company, Inc.
	FOWLER Lewis	Haines Company, Inc.
1990	BARRERAS OMELIO	Pacific Bell
	GARCIA MARTHA R	Pacific Bell
	IVASHINNIKOFF SERGEI	Pacific Bell
	VILLARRUEL LEANDRO	Pacific Bell
1986	BARRERAS OMELIO	Pacific Bell
	IVASHINNIKOFF SERGEI	Pacific Bell
1981	BARRERAS OMELIO	Pacific Telephone
	DIETERICH M	Pacific Telephone
	INSHINNIKOFF SERGEI	Pacific Telephone
	VILLARRUEL LEANDRO	Pacific Telephone
1976	Diaz Lucia	Pacific Telephone
	Dieterich M	Pacific Telephone
	Ivashinnikoff Sergei	Pacific Telephone
	Lindsey F E	Pacific Telephone
	Smolchuk Helen	Pacific Telephone
1971	Smolchuk Helen	Pacific Telephone
	Dieterich Mae	Pacific Telephone
	Ivashinnikoff Sergei	Pacific Telephone
	Jacobs Irene Mrs	Pacific Telephone
	Lindsey F E	Pacific Telephone
	Offenberg Vera	Pacific Telephone
	Pavon Adel	Pacific Telephone
1967	Dieterich Mae	Pacific Telephone
	Ivashinnikoff Sergei	Pacific Telephone
	Jacobs Irene Mrs	Pacific Telephone
	Offenberg Vera	Pacific Telephone
	Pavon Adel	Pacific Telephone
	Smolchuk Helen	Pacific Telephone
	Vodotiko Anastacia	Pacific Telephone
1962	Dieterich Mae	Pacific Telephone
	Jacobs Irene Mrs	Pacific Telephone
	Pack Betty Jo	Pacific Telephone
	Schmidt G E	Pacific Telephone
	Wright Jean	Pacific Telephone
1958	Devis Ernesto	Pacific Telephone
	Dieterich Mae	Pacific Telephone

Year	Uses	Source
1958	Gallegos Kit	Pacific Telephone
	Kiwan R A	Pacific Telephone
	Mallinger Rebecca N	Pacific Telephone

2148 1/2 W SUNSET BLVD

Year	Uses	Source
1990	SPANGLER LORE ATTY AT LAW	Pacific Bell

WATERLOO

1101 WATERLOO

Year	Uses	Source
1981	PEREZ RAUL ERNESTO	Pacific Telephone
1942	HUBER Walter G Beatrice mgr Kent Co Inc	Los Angeles Directory Co.

1108 WATERLOO

Year	Uses	Source
1990	O CAMPO ESTHER J	Pacific Bell
1986	BALBIN S M	Pacific Bell
	O CAMPO ESTHER J	Pacific Bell
1981	BALBIN S M	Pacific Telephone
	BERKELHAMMER MATTHEW	Pacific Telephone
	HELMS MARIE G	Pacific Telephone
	NIETO FRANK	Pacific Telephone
1967	Johnson Thos Wayne	Pacific Telephone
	Verstakov Stevan	Pacific Telephone
1962	Ko Donald	Pacific Telephone
1942	BAYLIS Eleanor S	Los Angeles Directory Co.
	EKLUND Frank O Alice B storerm atdt SCG Co	Los Angeles Directory Co.

1117 WATERLOO

Year	Uses	Source
1986	PORTER HERBERT	Pacific Bell
1981	PORTER CALLIE SUE	Pacific Telephone
1942	FLEISCHER Raymond A Doris tchr Pub Sch	Los Angeles Directory Co.
1937	FLEISCHER Raymond A Doris tchr City Sch	Los Angeles Directory Co.
1933	ELDRIDGE C Harry Evelyn mach	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	MERKLE Geo W Freda slsmn	Los Angeles Directory Co.
	Goodyear Olice nurse	Los Angeles Directory Co.
	Goodyear Mary nurse	Los Angeles Directory Co.
	Goodyear Annie Mrs	Los Angeles Directory Co.
1924	Strand Jos h	Los Angeles Directory Co.
	Strand Lenora M tchr r	Los Angeles Directory Co.

1118 WATERLOO

Year	Uses	Source
1990	ARIAS MARIA LUISA	Pacific Bell
	BANZIL CIRILO D	Pacific Bell
	BARRUNDIA EDNA	Pacific Bell
	BATISTA MARIA T	Pacific Bell
	HERNANDEZ JUANA M	Pacific Bell
	LOPEZ JUAN N	Pacific Bell
1986	BANZIL CIRILO D	Pacific Bell
	BATISTA MARIA T	Pacific Bell
	FLORES ALMA	Pacific Bell
1981	ALATORRE MAUDIE	Pacific Telephone
	BATISTA MARIA T	Pacific Telephone
	BELLO ATANASIO	Pacific Telephone
	GONZALEZ HILDA	Pacific Telephone
	OTANI KLHEI	Pacific Telephone
	PENA DOLORES D	Pacific Telephone
	TOMITA WILFRED	Pacific Telephone
1971	Fernandez Geo	Pacific Telephone
1967	Lacayo Robt J Jr	Pacific Telephone
1942	CAMPBELL Frank cementwkr	Los Angeles Directory Co.
1937	CAMPBELL Franik A cement finslir	Los Angeles Directory Co.
	CAMPBELL Roger E actor	Los Angeles Directory Co.
1933	CAMPBELL Frank	Los Angeles Directory Co.
	CAMPBELL Julia T sten	Los Angeles Directory Co.
1929	BENSON Jos P auto mech	Los Angeles Directory Co.
	BENSON Mary M Mrs	Los Angeles Directory Co.
	CAMPBELL Frank A cement fnshr	Los Angeles Directory Co.
	CAMPBELL Julia T Mrs sten	Los Angeles Directory Co.
	CAMPBELL Roger E fruit pkr	Los Angeles Directory Co.
1924	BENSON Mary Mrs seam r	Los Angeles Directory Co.
	CAMPBELL Frank A cement wkr r	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1924	CAMPBELL Roger E pkr r	Los Angeles Directory Co.
	BENSON Jos electr r	Los Angeles Directory Co.
	BENSON Juliette M adjmt r	Los Angeles Directory Co.

1121 WATERLOO

Year	Uses	Source
1990	INGRAM CHAZ	Pacific Bell
1981	EPTON HUGH	Pacific Telephone
1962	Webb Jess P	Pacific Telephone
1942	WEBB Jesse P pntr	Los Angeles Directory Co.
	WEBB Edwin H Rose Pntr	Los Angeles Directory Co.
	HUDSON Violet H Mrs	Los Angeles Directory Co.
	COOPER Lester J pntr	Los Angeles Directory Co.
1933	WEBB Jesse P clk	Los Angeles Directory Co.
	WEBB Edwin H Rose E pntr	Los Angeles Directory Co.
	Latham Jean Mrs	Los Angeles Directory Co.
	Butcher Fred F Millie mech	Los Angeles Directory Co.
1929	WEBB Edw H paperhngr h	Los Angeles Directory Co.
	BUTCHER Nellie V slsldy	Los Angeles Directory Co.
1924	Webb Edwin H painter h	Los Angeles Directory Co.
	Colovos Geo D Colovos Eliopoulos & Theodorus r	Los Angeles Directory Co.
	PARKE Wm I bkpr So Cal Gas Co h	Los Angeles Directory Co.

1123 WATERLOO

Year	Uses	Source
1990	DUMAPLIN ESTEFANIO	Pacific Bell
1986	DUMAPLIN GODWINLYNN S	Pacific Bell
	TAN RONALDO	Pacific Bell
1981	GARCIA AUGUSTO	Pacific Telephone
	DUMAPLIN GODWINLYNN S	Pacific Telephone
	MADARANG FELINO	Pacific Telephone
1942	HOWE Chas E Nelie R printer	Los Angeles Directory Co.
1937	HOWE Chas E Nellie R chiropractor	Los Angeles Directory Co.
	HOWE Maybelle clk	Los Angeles Directory Co.
1933	HOWE Maybelle lab City Bd of Educ	Los Angeles Directory Co.
	HOWE D Maybelle nurse	Los Angeles Directory Co.
	HOWE Chas E Nellie R printer	Los Angeles Directory Co.
1929	LANTZ Wm T	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	Lantz Anna Mrs	Los Angeles Directory Co.
	HOWE Maybelle musician	Los Angeles Directory Co.
	HOWE Chas E Nellie printer	Los Angeles Directory Co.
1924	Van Platen Wm cement contr	Los Angeles Directory Co.

1125 WATERLOO

Year	Uses	Source
1990	MORALES VERA M	Pacific Bell
	ORTEGA COLUMBUS RUDY	Pacific Bell

1127 WATERLOO

Year	Uses	Source
1986	PIANTA FRED	Pacific Bell
1981	PIANTA FRED	Pacific Telephone

1135 WATERLOO

Year	Uses	Source
1981	HAGSTROM PAUL EDWARD	Pacific Telephone
1942	Menkel Louisa B wid Peter	Los Angeles Directory Co.
1937	Menkel Louise B Mrs	Los Angeles Directory Co.
1933	Menkel Louisa B Mrs	Los Angeles Directory Co.

1137 WATERLOO

Year	Uses	Source
1990	SMITH JOHN B	Pacific Bell
1986	SMITH JOHN B	Pacific Bell
1981	GONZALEZ ROGELIO	Pacific Telephone
	SMITH JOHN B	Pacific Telephone
1967	Iosue Carmen	Pacific Telephone
1962	Pepe Irma Mrs	Pacific Telephone
1942	Menkel John P Gertrude elec tester DW & P	Los Angeles Directory Co.
1937	Menkel John P Eliz	Los Angeles Directory Co.
1933	Menkel John P Eliz	Los Angeles Directory Co.
1929	BRADY Estelle Mrs	Los Angeles Directory Co.
	Fortune Jas A Dorothy brklyr	Los Angeles Directory Co.
	KELLY Jos J carrier P O	Los Angeles Directory Co.
1924	CURTIS Geo S h	Los Angeles Directory Co.

FINDINGS

1101 1/2 WATERLOO

Year	Uses	Source
1990	PEREZ SALVADOR	Pacific Bell

1101 1/4 WATERLOO

Year	Uses	Source
1986	PEREZ SALVADOR	Pacific Bell
1981	PEREZ SALVADOR	Pacific Telephone

1107 1/2 WATERLOO

Year	Uses	Source
1986	MIKHAILI MICHAEL	Pacific Bell

Waterloo St

1022 Waterloo St

Year	Uses	Source
2010	HEADSPACE PHOTOGRAPHY	EDR Digital Archive
	HEADSPACE PHOTOGRAPHY	EDR Digital Archive

WATERLOO ST

1100 WATERLOO ST

Year	Uses	Source
1958	Alexander Norine	Pacific Telephone

1101 WATERLOO ST

Year	Uses	Source
2006	BEAVER Brian	Haines Company, Inc.
2000	a 1/2 DELEON Robert	Haines & Company
	HEMSLEY Robert	Haines & Company
1976	Hawes C L	Pacific Telephone
1951	Watrloo Luchetti Camillo r	Pacific Telephone & Telegraph Co.
	Watrloo Sienkowski Wm r	Pacific Telephone & Telegraph Co.

1103 WATERLOO ST

Year	Uses	Source
2000	HERNANDEZ Nency	Haines & Company
1958	Fortugno Jacquellne B	Pacific Telephone
	Fortugno Denis	Pacific Telephone
1951	Watrloo Claybourn R E r	Pacific Telephone & Telegraph Co.

FINDINGS

1105 WATERLOO ST

Year	Uses	Source
2006	XOXOX	Haines Company, Inc.
1976	Ruiz Ramiro	Pacific Telephone
1958	Ramsey Mamie	Pacific Telephone
	Luchetti Camillo	Pacific Telephone
1951	Watrloo Downs Chas E r	Pacific Telephone & Telegraph Co.

1107 WATERLOO ST

Year	Uses	Source
2006	V/2 NGUYENThanh	Haines Company, Inc.
	MOLINES Jacques	Haines Company, Inc.
2000	CARMONA Gabriel	Haines & Company
	HEMSLEY Robert	Haines & Company
1958	Mariasch Anatol	Pacific Telephone
	Nitich Eugene	Pacific Telephone
	Schweitzer Wallace N	Pacific Telephone
1951	Watrloo Widmar August r	Pacific Telephone & Telegraph Co.

1108 WATERLOO ST

Year	Uses	Source
2006	APARTMENTS	Haines Company, Inc.
	VILLARICA Darby A	Haines Company, Inc.
	PAPA Roland	Haines Company, Inc.
	OLIVAR Genalin	Haines Company, Inc.
	Isabel	Haines Company, Inc.
	MABUNGAMaria	Haines Company, Inc.
	DUENAS Cristna	Haines Company, Inc.
	BOSADAS Ramon	Haines Company, Inc.
2000	BARNETT Philip	Haines & Company
1976	Penate Alfredo C	Pacific Telephone
	Mora Clestino	Pacific Telephone
	Helms Marie G	Pacific Telephone
	Chency Elvia	Pacific Telephone
	Boesch Anna	Pacific Telephone
1958	Parker Jos S	Pacific Telephone
	Mitchell Harry A	Pacific Telephone
	Judkins Louis	Pacific Telephone
	Helms Marie G	Pacific Telephone
	Collopy Robt J	Pacific Telephone

FINDINGS

Year	Uses	Source
1958	Barr Ida S Mrs	Pacific Telephone
	Alexander Milton K	Pacific Telephone
1951	Watrloo Peterson Walter r	Pacific Telephone & Telegraph Co.
	Watrloo Alexander Milton K	Pacific Telephone & Telegraph Co.

1110 WATERLOO ST

Year	Uses	Source
1951	Watrloo Compton Ted r	Pacific Telephone & Telegraph Co.
	Watrloo Westholm Harold W r	Pacific Telephone & Telegraph Co.

1116 WATERLOO ST

Year	Uses	Source
1958	Smulligan John	Pacific Telephone
1951	Watrloo A Lock & Key Serv	Pacific Telephone & Telegraph Co.
	Watrloo Straub Ruth r	Pacific Telephone & Telegraph Co.
	Watrloo Straub Ernest r	Pacific Telephone & Telegraph Co.

1117 WATERLOO ST

Year	Uses	Source
2006	LONGMANJudith	Haines Company, Inc.
2000	LONGMAN Judith	Haines & Company
1976	Porter Callie Sue	Pacific Telephone
1958	Hayes Gertrude Mrs	Pacific Telephone
1951	Watrloo Hayes Gertrude Mrs r	Pacific Telephone & Telegraph Co.

1118 WATERLOO ST

Year	Uses	Source
2006	RASJKI B	Haines Company, Inc.
	JEFFERSON Aareon	Haines Company, Inc.
	APARTMENTS	Haines Company, Inc.
	BANZILCiilo D	Haines Company, Inc.
	BUSALACCHI Phillip	Haines Company, Inc.
	CHERNOCK Elena	Haines Company, Inc.
	GARCIASergio	Haines Company, Inc.
	Alejandro	Haines Company, Inc.
	RODRIQUEZ Rosa	Haines Company, Inc.
	ROSAS Rosalinda	Haines Company, Inc.
	SIFUENTES Luz	Haines Company, Inc.
2000	APARTMENTS	Haines & Company
	BANZIL Cirilo D	Haines & Company

FINDINGS

Year	Uses	Source
2000	BATISTA Maria T	Haines & Company
	GARCIA Sergio Alejandro	Haines & Company
	OTANI Kiher	Haines & Company
	ZUNIGA Jose Sal	Haines & Company
1976	Batista Maria T	Pacific Telephone
	Bello Atanasio	Pacific Telephone
	Cardenas Fermin	Pacific Telephone
	Cardenas Rodolfo A	Pacific Telephone
	Otani Yasunori	Pacific Telephone
	Tanaka Yoshiko	Pacific Telephone
	Weiss Lois C	Pacific Telephone
1958	Liban Alex	Pacific Telephone
1951	Watrloo Campbell Frank r	Pacific Telephone & Telegraph Co.

1121 WATERLOO ST

Year	Uses	Source
2006	AMATOAioinso	Haines Company, Inc.
	C :GLASS Eriea	Haines Company, Inc.
	MURAWSKIMaro E	Haines Company, Inc.
	WIESMORE Steven	Haines Company, Inc.
2000	XXXX	Haines & Company
1958	Webb E H	Pacific Telephone
1951	Watrloo Webb E H r	Pacific Telephone & Telegraph Co.

1123 WATERLOO ST

Year	Uses	Source
2006	DUMAPLIN Estlefanio	Haines Company, Inc.
	MOLINAArely	Haines Company, Inc.
2000	DUMAPLIN Estefanio	Haines & Company
1976	Bilow Eddy	Pacific Telephone
	Curtis Blanche	Pacific Telephone
	Walters Helen	Pacific Telephone
1958	Mack J E Rev	Pacific Telephone

1125 WATERLOO ST

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc.
2000	XXXX	Haines & Company
1976	Mack J E Rev	Pacific Telephone

FINDINGS

1127 WATERLOO ST

Year	Uses	Source
2006	LYTu	Haines Company, Inc.
2000	LY Tu	Haines & Company
1976	Pianta Fred	Pacific Telephone
1958	Pianta Fred	Pacific Telephone

1135 WATERLOO ST

Year	Uses	Source
2006	SMITHJohn	Haines Company, Inc.
1958	Iosue Carmen	Pacific Telephone

1137 WATERLOO ST

Year	Uses	Source
2006	SMITHJohn B	Haines Company, Inc.
2000	SMITH John B	Haines & Company
1958	Pepe John	Pacific Telephone
1951	Watrloo Ryan Grace Mrs r	Pacific Telephone & Telegraph Co.

FINDINGS

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
1022 Waterloo St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1022 Waterloo St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1029 ROSEMONT AVE	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1071 ROSEMONT AVE	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1088 ROSEMONT AVE	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1100 WATERLOO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1101 1/2 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1101 1/4 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1101 Mohawk St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1101 Mohawk St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1101 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1101 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1102 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1102 Mohawk St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1102 Mohawk St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1103 WATERLOO ST	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1104 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1104 Mohawk St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1104 Mohawk St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1105 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1106 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1107 1/2 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1107 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1108 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1108 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1110 WATERLOO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1113 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1115 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1116 WATERLOO ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1117 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1117 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1118 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1118 Mohawk St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1118 Mohawk St	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1118 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1118 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1120 MOHAWK ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1121 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1121 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1122 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1123 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1123 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1125 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1125 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1126 MOHAWK ST	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1127 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1127 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1127 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1128 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1129 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1130 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1131 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1133 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1135 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1135 Mohawk St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1135 Mohawk St	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1135 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1135 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1136 MOHAWK ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1137 WATERLOO	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1137 WATERLOO ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1138 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1140 MOHAWK ST	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1141 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
1145 MOHAWK ST	2014, 2010, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2144 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2146 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2148 1/2 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2148 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2148 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2148 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2150 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2154 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2154 W Sunset Blvd	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2154 W Sunset Blvd	2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2155 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2157 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2160 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2160 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2162 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2162 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2162 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2162 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2164 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2164 W SENSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2164 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2164 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2164 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2166 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2166 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2166 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2166 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2170 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2170 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2170 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2170 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2200 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2200 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2200 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2200 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2201 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2201 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2202 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2202 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2202 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2202 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2203 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2203 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2204 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2204 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2205 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2205 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2205 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2205 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2206 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2206 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2206 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2206 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2208 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2208 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2208 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2208 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2209 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2209 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2209 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2209 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2210 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2210 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2210 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2210 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
2211 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2211 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2211 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2211 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2212 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2212 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2212 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2212 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2213 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2213 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2213 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
2213 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2214 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2214 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2214 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2214 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2216 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2216 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2222 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2222 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2233 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2233 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
2233 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2233 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2234 SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2235 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2235 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2237 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2237 W SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2237 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2237 W Sunset Blvd	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2239 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2239 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
2251 SUNSET BLVD	2014, 2010, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2251 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2251 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2269 SUNSET BLVD W	2014, 2010, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2269 W SUNSET BLVD	2014, 2010, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2269 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
2269 W Sunset Blvd	2014, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
2231 Sunset Bouelvard	2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

Appendix F AGENCY RECORDS

OWNER FILE INFORMATION

DATE UPDATED: 01/24/2005 4:22:39PM BY:

Owner ID: OW0032345

Tax ID :

Drivers License:

Owner Name: **DAVID BRUSTMAN**
Owner DBA: LANDMARK COMPANY
Owner Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Ownership Type:
Work/Business Phone: 213-482-4748
Billing/Mailing Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026

ATTN/Care of:

FACILITY FILE INFORMATION

Facility ID: FA0031477
Facility Name: **LANDMARK COMPANY**
No. of Employee: 3
Site Location: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Phone: 213-482-4748
Mailing Address: 2235 SUNSET BLVD.
LOS ANGELES, CA 90026
Operator/Care of: DAVID BRUSTMAN
Email Address:
District: W - WEST
City Code: LAC
CUPA Jurisdiction: LA
Operation Hours:
SIC Code: 2511
NOB: DELETE - OUT OF BUSINESS
Business Type / Code: 09
Station (Code 1): LFD
D & B #:
Date 1 (D1):

GENERAL HEALTH PROGRAM ELEMENTS

Record ID #	Program Element	Current Status	EPA #	Effective Date D1 (Beg.)	& C1 (End)	Designated Employee	Last Inspection Date
PR0044752	1001 - HW GEN, 0-5 EMPLOYEES	Inactive, non-billable		10/01/01	09/20/04	EE0000124	9/21/2004

LA County Fire Department
SERVICE REQUEST

By : EE0000828 - TA, BICH-THUY

Report # : 5602

V072004

DATE: November 02, 2004

TO: WEST OFFICE
VICTOR NANADIEGO

FROM: EE0000828 - TA, BICH-THUY
FMD - SB1082 REVENUE MGMT SECTION
PHN 323 881-2444; FAX 323 415-5742

COMPLAINT ID: CO0006569

FA0031477 - LANDMARK COMPANY

Requires further action?: N

OWNER INFORMATION

OW0032345 - DAVID BRUSTMAN
DBA : LANDMARK COMPANY
Site Address : 2235 SUNSET BLVD
LOS ANGELES, CA 90026

Mailing Address: 2235 SUNSET BLVD
LOS ANGELES,

Phone:

FACILITY INFORMATION

FA0031477 - LANDMARK COMPANY
Location :
Site Address : 2235 SUNSET BLVD
LOS ANGELES, CA 90026

Mailing Address: 2235 SUNSET BLVD.
LOS ANGELES, CA 90026 USA

Phone: 1st: 213-482-4748

COMPLAINT ID NUMBER: CO0006569

Service Code: _____
Action Code: _____
Result Code: _____

COMPLAINT MODE : FMD REFERRAL

District : W

SOURCE OF REQUEST:

Complainant: Complainant Not Specified
Address: Address Not Specified

Home/Cell Phone : Phone Not Specified
Work Phone : Phone Not Specified
Email Address :

DESCRIPTION: *(Please clearly describe the changes / corrections.)*

STATUS : 14 - MAIL RETURNED

Per LA City FD notification "LANDMARK COMPANY" is no longer at the site, please verify if company still in business. Bta
ASSIGNED TO FARIBA. MV 9/14/04
09/20/04 Facility closed and out of business. Please cancel permit.FK

		Date / Time	
Received by :	EE0000828 - TA, BICH-THUY	9/9/2004	10:24:40
Assigned to :	**EE0000124 - KHALEDAN, FARIBA**	9/14/2004	

List dates, times, types of notices, names address and phone numbers of people involved. Describe conditions and actions taken.

Date : _____
Time In : _____
Time Out : _____
Hrs/Min : _____

** PLEASE INDICATE THE EFFECTIVE DATE NOT THE SITE VISIT DATE**

Date run : 9/14/2004 1:20:41PM
Run by : M Villegas
FA0031477 LANDMARK COMPANY

LA County Fire Department
Facility Information Report

Version 082304

OWNER FILE INFORMATION

* Clearly make changes/corrections here.

Owner ID: OW0032345 New Owner ID:
Owner Name: DAVID BRUSTMAN Tax ID :
Owner DBA: LANDMARK COMPANY
Owner Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Work/Business Phone: 213-482-4748
Billing/Mailing Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
ATTN/Care of:
Ownership Type:

FACILITY FILE INFORMATION

Facility ID: FA0031477
Facility Name: LANDMARK COMPANY
No. of Employee: 3
Site Location: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Phone: 213-482-4748
Mailing Address: 2235 SUNSET BLVD.
LOS ANGELES, CA 90026
Operator/Care of: DAVID BRUSTMAN E-Mail Address:
District: W - WEST
City Code: LAC **LOS ANGELES**
CUPA Jurisdiction: LA
Operating Hours: Days: Hours:
SIC Code: 2511 Wood household furniture Nature of Business:
Business Type / Code: 09 UNKNOWN
Station: LFD
Date First Became Operational:

Out of Business. Please cancel permit. 09/20/04 JK

56705

GENERAL HEALTH PROGRAM ELEMENTS

Record ID	Current Program Element	Current Status	EPA #	Effective Date Beg.	Effective Date End	Changes: Program Element	Changes: Status
PR0044752	1001 - HW GEN, 0-5 EMPLOYEES	Active, billable		10/01/01			

Addition Program Element:

CA Waste Code					
RCRA Waste Code					
AMOUNT per quarter					
UNITS (PGTY) Pounds, Gallons, Tons, Yards					

CONSENT GIVEN BY: INSPECTOR SIGNATURE: EMPLOYEE ID:
1st DATE & TIME OF INSPECTION: 2nd DATE & TIME OF INSPECTION:
3rd DATE & TIME OF INSPECTION:

ENVIRONMENTAL CONTACT INFORMATION *** For Haz Mat Handlers.*

Contact Name:

Phone : Not Specified

Dun & Bradst.: * Please Fill-Out

EMERGENCY CONTACT INFORMATION

	PRIMARY CONTACT:	SECONDARY CONTACT:
Name :		
Title :		
Business Phone :	Not Specified	Not Specified
24 - Hour Phone :	Not Specified	Not Specified
Pager # :	Not Specified	Not Specified

PREVIOUS INSPECTIONS

Activity Date	Program Element	Service	Result	Action	Violation Code	Inspector ID
10/23/01	1001	001	02	01		EE0000117
10/23/01	1001	012	09	14		EE0000117
01/16/02	1001	002	01	00		EE0000117

VIOLATIONS LIST

Activity Date	Program Element	Viol Status	Service	Result	Action	Violation Code	Violation Degree	Description
10/23/01	1001		001	02	01	0584	2	Retain Signed Copies of Manifests
10/23/01	1001		001	02	01	0519	2	Handling Containers

CONSENT GIVEN BY: _____ INSPECTOR SIGNATURE: _____ EMPLOYEE ID: _____

1st DATE & TIME OF INSPECTION: _____ 2nd DATE & TIME OF INSPECTION: _____

3rd DATE & TIME OF INSPECTION: _____

Field Notes

LIST ORDER OF INSPECTION AS FOLLOWS: I. OPENING CONFERENCE II. WALK THROUGH III. DOCUMENTS IV. CLOSING CONFERENCE V. VIOLATIONS

CONSENT GIVEN BY: _____ INSPECTOR SIGNATURE: _____ EMPLOYEE ID: _____

1st DATE & TIME OF INSPECTION: _____ 2nd DATE & TIME OF INSPECTION: _____

3rd DATE & TIME OF INSPECTION: _____

UNIFIED PROGRAM (UP) FORM

BUSINESS OWNER/OPERATOR IDENTIFICATION

☑ NEW BUSINESS ☐ OUT OF BUSINESS ☐ REVISE/UPDATE (EFFECTIVE 10 '01 '01) PR0044752 PAGE 11 OF

I. IDENTIFICATION

FACILITY ID# FA0031477 1 | BEGINNING DATE 100 | ENDING DATE 101

BUSINESS NAME (Same as FACILITY NAME or DBA = Doing Business As) 3 LANDMARK COMPANY | BUSINESS PHONE 102 (213) 482-4748

BUSINESS SITE ADDRESS 2235 SUNSET BLVD. 103

CITY LA. 104 | CA | ZIP CODE 105 90026

DUN & BRADSTREET 106 | SIC CODE (4 digit #) 107 2511

COUNTY LOS ANGELES 108 | UNINCORPORATED ☐ Yes ☑ No 133a

BUSINESS OPERATOR NAME 109 | BUSINESS OPERATOR PHONE 110

II. BUSINESS OWNER

OWNER NAME 111 DAVID BRUSTMAN | OWNER PHONE 112

OWNER MAILING ADDRESS 113

CITY 114 | STATE 115 | ZIP CODE 116

III. ENVIRONMENTAL CONTACT

CONTACT NAME 117 | CONTACT PHONE 118

CONTACT MAILING ADDRESS 119

CITY 120 | STATE 121 | ZIP CODE 122

IV. EMERGENCY CONTACTS

-PRIMARY-		-SECONDARY-	
NAME 123	DAVID BRUSTMAN	NAME 128	
TITLE 124	OWNER.	TITLE 129	
BUSINESS PHONE 125	(213) 482-4748	BUSINESS PHONE 130	
24-HOUR PHONE 126	—	24-HOUR PHONE 131	
PAGER # 127	—	PAGER # 132	

V. ADDITIONAL LOCALLY COLLECTED INFORMATION 133

NUMBER OF EMPLOYEES 133b 3 | FEDERAL TAX IDENTIFICATION NUMBER 133c

MAILING/ BILLING INFORMATION

ADDRESS 133d	CITY 133e	STATE 133f	ZIP CODE 133g
2235 SUNSET BLVD.	LA.	CA	90026

Certification: Based on my inquiry of those individuals responsible for obtaining the information, I certify under penalty of law that I have personally examined and am familiar with the information submitted and believe the information is true, accurate, and complete.

SIGNATURE OF OWNER/OPERATOR OR DESIGNATED REPRESENTATIVE	DATE 134	NAME OF DOCUMENT PREPARER 135

NAME OF SIGNER (print) 136	TITLE OF SIGNER 137

OFFICIAL USE ONLY	UP Form	HW	HM	ARP	AST	UST	TP	CUPA	PA
		2001	—					LACFD	

INSPECTOR	DISTRICT	DATE OF INSP.	DIVISION	BATTALION	STATION
	WEST	10-25-01			

FMD 10/25/01

Date run : 10/25/01 2:04:31PM
Run by : CMONJE

LOS ANGELES COUNTY FIRE DEPARTMENT
Clerical Facility Update

Report # : 5301
Page # : 1
Version 8.14

OWNER FILE INFORMATION

DATE UPDATED: 10/25/2001 2:04:31PM BY: CMONJE

Owner ID: OW0032345

Tax ID :

Owner Name: **DAVID BRUSTMAN**
Owner DBA: LANDMARK COMPANY
Owner Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Ownership Type:
Work/Business Phone: 213-482-4748
Billing/Mailing Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026

ATTN/Care of:

FACILITY FILE INFORMATION

Facility ID: FA0031477
Facility Name: **LANDMARK COMPANY**
No. of Employee: 3
Site Location: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Phone: 213-482-4748
Mailing Address: 2235 SUNSET BLVD
LOS ANGELES, CA 90026
Operator/Care of:

Email Address:

District: W - WEST
City Code: LAC
CUPA Jurisdiction: LA
Operation Hours:
SIC Code: 2511

NOB:

Business Type / Code: 09
Station (Code 1):
D & B #:
Date 1 (D1):

GENERAL HEALTH PROGRAM ELEMENTS

Record ID #	Program Element	Current Status	EPA #	Effective Date D1 (Beg.) & C1 (End)	Designated Employee	Last Inspection Date
PR0044752	1001 - HW GEN, 0-5 EMPLOYEES	Active, billable		10/01/01	EE0000117	10/23/2001

CONSENT BY: ARNOLD SANTIAGO

DATE: 10-23-01 (15:30 - 17:30).

WASTE CODE: - 211

WASTE - PAINT 3 GALLONS

County of Los Angeles • Fire Department
Health Hazardous Materials Division

INSPECTION REPORT

DATE: 10-23-01.

DBA: LANDMARK COMPANY.	Facility ID #: FA0031477.
LIST ORDER OF INSPECTION AS FOLLOWS: I. OPENING CONFERENCE II. WALK THROUGH III. DOCUMENTS IV. CLOSING CONFERENCE V. VIOLATIONS	

* INSPECTION WAS CONDUCTED AS RESULT OF E.R. REFERRAL, O.E.S. 2730 WAS SUBMITTED FOR ISSUANCE OF H.W.L.
* AN (N.O.V) WAS ISSUED TO PROVIDE WASTE MANIFEST AND TO PROPERLY STORE HAZ-WASTE.
* WASTE LABELS + HANGERS LIST WERE ISSUED TO EMPLOYEE.
* FACILITY REFINISHES AND RENOVATES WOOD FURNITURE.

1ST STEP → FURNITURE IS STRIPPED USING STRIPPER OR SANDER.
2ND STEP → FURNITURE IS FINELY SANDED
3RD STEP → FURNITURE IS DECORATIVELY PAINTED WITH MAINLY WATER BASE PAINTS.
4TH STEP → FURNITURE IS DECORATED W/ GOLD LEAF TRIM, WAX OR WATER BASE PAINT
5TH STEP → MOST PAINTING IS DONE BY HAND USING BRUSHES, WHILE SOME FURNITURE IS PAINTED BY AIR GUN.
→ SMALL AMOUNT OF WASTE PAINT RELATED MATERIAL IS GENERATED (STORED IN GALLON SIZE CONTAINERS/OPEN UDS).
(N.O.V) ISSUED TO ACCUMULATE IN 1 CONTAINER, KEPT CLOSED.
→ RAGS ARE ACCUMULATED IN CONTAINER.

"STORAGE AREAS"

(2) -5 G → STOCK THINNER. (2) - 1 G → STOCK NAPHTHA
(2) -1 G → STOCK PRIMER. (2) - 1 G → STOCK ACETONE.
(1) 20 QUARTS → STOCK WATER BASE PAINTS. (1) 3 QUARTS → OIL BASE
(4) - 1 Gallon → WASTE PAINT RELATED CONTAINERS.

* N.O.V WAS ISSUED TO PROVIDE MANIFEST FOR WASTE DISPOSAL.

Los Angeles County • Certified Unified Program Agency
Health Hazardous Materials Division

NOTICE OF VIOLATION AND ORDER TO COMPLY

OWNER: DAVID BKUSTMAN.	FACILITY ID#: 10-23-01	DATE: 10-23-01
BUSINESS: LANDMARK COMPANY.		REFER REPLY TO: Los Angeles County Fire Dept, Health Hazardous Materials Div, 5825 Rickenbacker Rd, Commerce CA 90040, (323) 890-4066
ADDRESS: 2235 SUNSET BLVD.		
CITY: LA.	ZIP: 90026	

Attention: The items marked on this notice and issued to you represent violations of the California Code of Regulations (CCR) or the California Health and Safety Code (H&S) and/or the Los Angeles County Ordinance. These violations have civil and/or criminal penalties attached. Any time granted for correction of the violation(s) does not preclude any enforcement actions by this Department or other agencies. You are hereby directed to correct the violations within the time specified. Failure to do so will be considered an additional violation. (Referenced titles & chapters: Titles 19, 22, 23, 27 of the CCR, Chapters 6.5, 6.7, 6.95 of the H&S Code and Title 12 of the Los Angeles County Ordinance). 11-22-01

Correction Date ___/___/___

PERMIT REQUIREMENT

101 ☐ Obtain a Unified Program Facility Permit (UPFP) by completing the consolidated permit application package within 30 days. The UPFP must be renewed annually (LA Co Ord. Sec. 12.50.075, 12.50.115).

562 Manage waste oil to prevent spillage or deposit on land or sewers [H&S 25250.5 (a)].

518 Keep containers of hazardous waste/waste oil closed except when adding or removing contents [22CCR 66265.173 (a)].

01-16-02 519 Handle containers of hazardous waste/[redacted] in a manner which will avoid leaks/spills [22CCR 66265.177 (b)].
→ RECOMMEND TO USE A 5 GALLON OR 20 GALLON CONTAINER TO STORE AND ACCUMULATE WASTE PAINT RELATED MATERIAL.

521 Inspect areas at least weekly where hazardous waste/waste oil are stored to look for spills or leaking drums or deteriorating containment areas (22CCR 66265.174).

533 Label each container and tank of hazardous waste/waste oil with the words "Hazardous Waste" or "Waste Oil" [22CCR 66262.34 (f)(3)].

534 Label the containers/ portable tanks of hazardous waste the composition and physical state of the hazardous waste, its hazardous properties, and the name and address of the generator [22CCR 66262.34 (f)(3)].

509 ~~Discontinue storage hazardous waste in tanks or containers for more than 90 days [H&S 25201 (a), 25123.3 (b)(1), 22CCR 66262.34 (c)].~~

Maintain the following for at least 3 years:

(WILL MAKE TO OFFICE) 584 ~~Signed copies of manifests [22CCR 66262.40 (a)]~~
→ PROVIDE MANIFESTS FOR WASTE PAINT RELATED MATERIAL DISPOSAL.

585 Receipts for milkrun operations [22CCR 66262.42 (e)].

586 Bills of lading for spent lead-acid batteries [22CCR 66266.81 (a)(4), (B)].

587 Used oil receipts [H&S 25250.8 (b)(3)].

588 Bills of lading for used oil filters [22CCR 66266.42 (a), 66266.130 (c)(5)].

Authorized Rep:	ARTURO SINUACO.	Title:	EMPLOYEE
Auth Rep Signature:	[signature]	Inspected by:	[signature]

CODES

PROPERTY USE and SURROUNDING AREA TYPE			EXTENT OF RELEASE
100 Public Assembly	762 HazMat Chem Mfg	950 Railroad	1 Confined to Vehicle/Equipment
200 Educational	767 Petroleum Refinery	961 Freeway	2 Confined to Room of Origin
300 Health Care	800 Storage	962 County/City Road	3 Confined to Floor of Origin
400 Residential	931 Open Land	963 Private Road	4 Confined to Structure of Origin
500 Mercantile, Business	936 Vacant Lot	965 Rest Stop / Vista Point	6 Confined to Property Use of Origin
600 Industrial, Utility	941 Open Sea	966 Scale/Inspection Facility	7 Released Beyond Property Use of Origin
650 Agricultural	942 Harbor/Port	099 Other - Explain in comments section	8 NO RELEASE
700 Manufacturing	946 Lake/Pond/River		9 Other - Explain in comments section
			0 Undetermined

CONTAINER TYPE		LEVEL OF CONTAINER	CONTAINER MATERIAL
11 Drum	31 Sump/Pit	11 Ground Level	1 Iron, Steel, & Other Iron Alloys
12 Cylinder	32 Pond or Source Impoundment	30 Above Ground	2 Aluminum & Aluminum Alloys
13 Can or Bottle	33 Well	40 Below Ground	3 Copper, Brass, Bronze, & Other Copper Alloys
14 Carboy	41 Vehicular Fuel Tank		4 Plastic/Fiberglass, Rigid
15 Box or Carton	98 NO CONTAINER		5 Plastic, Flexible
16 Bag	99 Other - Explain in comments section		6 Wood, Paper, Textile, & Cellulose Products
21 Tank or Silo (incl vehicle cargo tanks)	00 Undetermined		7 Glass, Pottery, & Clay
22 Pipe			8 NO CONTAINER
24 Machinery or Process Equipment			9 Other - Explain in comments section
			0 Undetermined

COMMENTS

HHMD conducted an investigation at the site. There was no apparent evidence of a chemical spill in the shop or outside the shop. In the shop the employees were doing furniture refinishing. Inside the shop HHMD observed twenty 1-gallon metal containers with various finishing products including, lacquer thinner, paint thinner, paint remover stripper, linseed oil and stain. Also inside the shop there was a paint spray gun and a compressor. Employee - Arturo Santiago, Owner - Ricardo Reza, (213) 482-4748.

David Brustman

* Hazardous waste generator *

N

DATE OCCURRED	TIME OCCURRED	TIME ON SCENE	DATE ON SCENE
0 8 2 4 0 0	1 0 4 3	1 1 0 5	0 8 2 4 0 0

REPORTED BY	AGENCY	REPORT AGENCY PHONE NO.
Jose Rodridguez	Citizen	2 1 3 4 1 3 0 9 5 5

INCIDENT COMMANDER	AGENCY	OTHER AGENCIES ON SCENE	AGENCIES CONTACTED
Berumen	LA CO FD HHMD		

SITE NAME	CONTACT PERSON	CONTACT PERSON PHONE NO.
	Complainant: Jose Rodriquez	2 1 3 4 1 3 0 9 5 5

COMPLAINT

Daughter came in contact with discharged liquid (front of building) and suffered burning sensation.

LANDMARK CO.

INCIDENT TYPE (PICK ONE)		SEVERITY
10__AIR RELEASE	50__RADIATION	2__MAJOR HAZ-MAT
20__ASBESTOS	60__FIRE	1__HAZ-MAT
30●SPILL (TRANSPORT)	70__DRUG LAB	0●NON-HAZ-MAT
40__CONTAINER	71__MEDICAL WASTE	
41__STORAGE	99__OTHER	

P

RP BUSINESS NAME	RP AUTH REP NAME
Furniture Refinishing	Arturo Santiago,employee

RP ADDDRESS	RP PHONE NO.
2235 Sunset Bl Los Angeles CA 90026	

Q

CLEAN UP	CLEAN UP COST	CLEAN UP COMPANY NAME
PAID BY 11♦PRIVATE LAND OWNER 21__BUSINESS 31__CITY 41__COUNTY 51__STATE 61__FEDERAL 99__OTHER_____	$ 0	No Haz Mat Cleanup Possible

TIME ON SCENE	DATE ON SCENE	SITE ENTRY LEVEL
		__A __B __C ●D __NO ENTRY
TIME COMPLETED	**DATE LEFT SCENE**	**PROGRAM REFERRAL**
		__SITE MIT __INVESTIG ●INSPECT

12/07/00
2

CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT

A

AGENCY NAME	AGENCY ID NO.	AGENCY INCIDENT NO.	AGENCY PHONE NO.	OES CONTROL NO.
LACoFD -- HHMD	19740	0 0 1 8 7 0	(213) 890-4317	

B

INCIDENT DATE (NOTIFIED)	TIME NOTIFIED	TIME COMPLETED	DATE COMPLETED (IF DIFFERENT)
0 8 2 4 0 0	1 0 4 3	1 1 4 5	

C

INCIDENT ADDRESS/LOCATION	CITY/COMMUNITY	COUNTY	ZIP
2235 Sunset Bl 594:D7	Los Angeles	Los Angeles	9 0 0 2 6

D

WEATHER (CHECK BEST DESCRIPTOR/S)

1__CLEAR 5__HAIL,SLEET 8__HIGH WIND
3__RAIN 6__ELECTRICAL STORM 9__OTHER
4__SNOW 7__FOG 0__UNKNOWN

ESTIMATED TEMPERATURE _____ (Deg. F)

PROPERTY USE (USE CODES ON REVERSE)

PROPERTY USE 6 0 0 SURROUNDING AREA 4 0 0

PROPERTY MANAGEMENT __FEDERAL __STATE __COUNTY __CITY ●PRIVATE __UNKNOWN

E

RELEASE FACTORS (CHECK BEST DESCRIPTOR/S)

11__INTENTIONAL ACT
12__SUSPICIOUS ACT
30__FAILURE TO CONTROL HAZMAT
31__ABANDONED
40__MISUSE OF HAZMAT
50__MECHANICAL FAILURE
60__DESIGN, CONSTRUCTION, INSTALLATION DEFICIENCY
70__OPERATIONAL DEFICIENCY
71__COLLISION/OVERTURN
80__NATURAL CONDITION
94__FIRE/EXPLOSION
98◆NO RELEASE
99__OTHER_____
00◆UNDETERMINED

TYPE OF EQUIPMENT INVOLVED

10__HEATING SYSTEMS
30__AIR CONDITIONING/REFRIG
77__CHEM PROCESSING EQUIP
78__WASTE RECOVERY EQUIP
96__HAZMAT TRANSFER EQUIP
97__VEHICULAR FUEL SYSTEM
98__NO EQUIP INVOLVED
99__OTHER_____
00◆UNDETERMINED

MOBILE PROPERTY TYPE

10__PASSENGER VEH/ROAD
20__FREIGHT VEH/ROAD
30__RAIL TRANSPORT VEH
40__WATER TRANS VESSEL
50__AIR TRANSPORT VEH
60__HEAVY EQUIP-INDUST/AGRI
98__NO MOBILE PROPERTY INVOLVED
99__OTHER_____
00◆UNDETERMINED

F

ACTIONS TAKEN (CHECK BEST DESCRIPTOR/S)

31__RESCUE, REMOVE FROM HARM
32__EXTRICATION, DISENTANGLEMENT
33__EMERGENCY MEDICAL SERVICES
35__SEARCH
36__TRANSPORT
41__REMOVE HAZARD (NEUTRALIZE)
42◆ID/ANALYSIS OF HAZMAT
43__EVACUATION
44◆ESTABLISH SAFE AREA
45◆MONITOR
46__DECON-PERSON/EQUIP
47__DECON-AREA (CLEANUP)
48__CONTAIN/CONTROL HAZMAT
61__CROWD CONTROL
62__TRAFFIC CONTROL
63__NOTIFY OTHER AGENCY
64__PROVIDE PUBLIC INFO
71◆INVESTIGATE
73__SHUT DOWN SYSTEM
82__SECURE PROPERTY
92__REFER TO PROPER AUTHORITY
98__NO ACTION TAKEN
97__HAZMAT RESPONSE, MATERIAL DETERMINED TO BE NONHAZARDOUS
99__OTHER_____

G

CHEMICAL OR TRADE NAME (PRINT OR TYPE)	DOT ID NO.	DOT HAZARD CLASS	CAS NO.
No Chemical Spillage Found			

PHYSICAL STATE STORED: 1__SOLID 2__LIQUID 3__GAS
PHYSICAL STATE RELEASED: 1__SOLID 2__LIQUID 3__GAS
QUANTITY RELEASED: 1__lbs 2__gal 3__cu ft
ENVIRONMENTAL CONTAMINATION: 1__AIR 2__WATER 3__GROUND 9__OTHER
(USE CODES ON REVERSE) EXTENT OF RELEASE

CONTAINER DESCRIPTION: 1__FIXED 2__PORTABLE 3__MOBILE; 1__INSULATED 2__PRESSURIZED 3__ARMORED
(USE CODES ON REVERSE) CONTAINER TYPE | LEVEL OF CONTAINER | CONTAINER MATERIAL
CONTAINER CAPACITY: 1__lbs 2__gal 3__cu ft

CHEMICAL OR TRADE NAME (PRINT OR TYPE)	DOT ID NO.	DOT HAZARD CLASS	CAS NO.

PHYSICAL STATE STORED: 1__SOLID 2__LIQUID 3__GAS
PHYSICAL STATE RELEASED: 1__SOLID 2__LIQUID 3__GAS
QUANTITY RELEASED: 1__lbs 2__gal 3__cu ft
ENVIRONMENTAL CONTAMINATION: 1__AIR 2__WATER 3__GROUND 9__OTHER
(USE CODES ON REVERSE) EXTENT OF RELEASE

CONTAINER DESCRIPTION: 1__FIXED 2__PORTABLE 3__MOBILE; 1__INSULATED 2__PRESSURIZED 3__ARMORED
(USE CODES ON REVERSE) CONTAINER TYPE | LEVEL OF CONTAINER | CONTAINER MATERIAL
CONTAINER CAPACITY: 1__lbs 2__gal 3__cu ft

H

MORE THAN 2 SUBSTANCES INVOLVED? __YES ●NO (LIST ADDITIONAL INFORMATION ON REVERSE SIDE)

I

NCR

J

HAZMAT IDENTIFICATION SOURCES (CHECK BEST DESCRIPTOR/S)

PERSONNEL
19__ON-SITE FIRE SERVICES
29__OFF-SITE FIRE SERVICES
40__ON-SITE NON-FIRE SERVICES
60__OFF-SITE NON-FIRE SERVICES
54__CHEMIST
58__TOX CENTER
59__CHEMTREC
99◆OTHER HHMD

REFERENCE MATERIAL
21__DOT MANUAL
23__MSDS
24__PLACARDS/SIGNS
25__PRIVATE INFO SOURCE
26__COMPUTER SOFTWARE
27__SHIPPING PAPERS
98◆NO REFERENCE MATERIALS USED
99__OTHER_____

HAZMAT CASUALTIES

	NUMBER OF DECONTAMINATED	NUMBER OF INJURIES	NUMBER OF FATALITIES
RESPONDING AGENCY PERSONNEL	0	0	0
OTHERS	0	0	0

K

VEHICLE MAKE/YEAR	VEHICLE LICENSE NO.	STATE	VEHICLE ID NO. (VIN)	CA/DOT/PUC/ICC NO.	COMPANY NAME

L

LEAD REPORTING OFFICER NAME/ID NO.	TEAM ASSISTANT NAME/ID NO.	DATE	COMMENTS ON BACK?
Berumen, Alfonso	Biederman, Irwin	1 1 0 1 0 0	●YES __NO

CALIFORNIA HAZARDOUS MATERIAL INCIDENT REPORT

A

AGENCY NAME	AGENCY ID NO.	AGENCY INCIDENT NO.	AGENCY PHONE NO.	OES CONTROL NO.
LACoFD -- HHMD	19740	0 0 1 8 7 0	(213) 890-4317	

B

INCIDENT DATE (NOTIFIED)	TIME NOTIFIED	TIME COMPLETED	DATE COMPLETED (IF DIFFERENT)
0 8 2 4 0 0	1 0 4 3		

C

INCIDENT ADDRESS/LOCATION	CITY/COMMUNITY	COUNTY	ZIP
2235 Sunset Bl 594:D7	Los Angeles	Los Angeles	9 0 0 2 6

D

WEATHER (CHECK BEST DESCRIPTOR/S)

1__CLEAR 5__HAIL,SLEET 8__HIGH WIND
3__RAIN 6__ELECTRICAL STORM 9__OTHER
4__SNOW 7__FOG 0__UNKNOWN

ESTIMATED TEMPERATURE ____ (Deg. F)

PROPERTY USE (USE CODES ON REVERSE)

PROPERTY USE ____ SURROUNDING AREA ____

PROPERTY MANAGEMENT __FEDERAL __STATE __COUNTY __CITY __PRIVATE __UNKNOWN

E

RELEASE FACTORS (CHECK BEST DESCRIPTOR/S)

11__INTENTIONAL ACT
12__SUSPICIOUS ACT
30__FAILURE TO CONTROL HAZMAT
31__ABANDONED
40__MISUSE OF HAZMAT
50__MECHANICAL FAILURE
60__DESIGN, CONSTRUCTION, INSTALLATION DEFICIENCY
70__OPERATIONAL DEFICIENCY
71__COLLISION/OVERTURN
80__NATURAL CONDITION
94__FIRE/EXPLOSION
98__NO RELEASE
99__OTHER_____
00__UNDETERMINED

TYPE OF EQUIPMENT INVOLVED

10__HEATING SYSTEMS
30__AIR CONDITIONING/REFRIG
77__CHEM PROCESSING EQUIP
78__WASTE RECOVERY EQUIP
96__HAZMAT TRANSFER EQUIP
97__VEHICULAR FUEL SYSTEM
98__NO EQUIP INVOLVED
99__OTHER_____
00__UNDETERMINED

MOBILE PROPERTY TYPE

10__PASSENGER VEH/ROAD
20__FREIGHT VEH/ROAD
30__RAIL TRANSPORT VEH
40__WATER TRANS VESSEL
50__AIR TRANSPORT VEH
60__HEAVY EQUIP-INDUST/AGRI
98__NO MOBILE PROPERTY INVOLVED
99__OTHER_____
00__UNDETERMINED

F

ACTIONS TAKEN (CHECK BEST DESCRIPTOR/S)

31__RESCUE, REMOVE FROM HARM
32__EXTRICATION, DISENTANGLEMENT
33__EMERGENCY MEDICAL SERVICES
35__SEARCH
36__TRANSPORT
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44__ESTABLISH SAFE AREA
45__MONITOR
46__DECON-PERSON/EQUIP
47__DECON-AREA (CLEANUP)
48__CONTAIN/CONTROL HAZMAT
61__CROWD CONTROL
62__TRAFFIC CONTROL
63__NOTIFY OTHER AGENCY
64__PROVIDE PUBLIC INFO
71__INVESTIGATE
73__SHUT DOWN SYSTEM
82__SECURE PROPERTY
92__REFER TO PROPER AUTHORITY
98__NO ACTION TAKEN
97__HAZMAT RESPONSE, MATERIAL DETERMINED TO BE NONHAZARDOUS
99__OTHER_____

G

CHEMICAL OR TRADE NAME (PRINT OR TYPE)	DOT ID NO.	DOT HAZARD CLASS	CAS NO.

PHYSICAL STATE STORED: 1__SOLID 2__LIQUID 3__GAS
PHYSICAL STATE RELEASED: 1__SOLID 2__LIQUID 3__GAS
QUANTITY RELEASED: 1__lbs 2__gal 3__cu ft
ENVIRONMENTAL CONTAMINATION: 1__AIR 2__WATER 3__GROUND 9__OTHER
(USE CODES ON REVERSE) EXTENT OF RELEASE

CONTAINER DESCRIPTION: 1__FIXED 2__PORTABLE 3__MOBILE; 1__INSULATED 2__PRESSURIZED 3__ARMORED
(USE CODES ON REVERSE) CONTAINER TYPE | LEVEL OF CONTAINER | CONTAINER MATERIAL
CONTAINER CAPACITY: 1__lbs 2__gal 3__cu ft

CHEMICAL OR TRADE NAME (PRINT OR TYPE)	DOT ID NO.	DOT HAZARD CLASS	CAS NO.

PHYSICAL STATE STORED: 1__SOLID 2__LIQUID 3__GAS
PHYSICAL STATE RELEASED: 1__SOLID 2__LIQUID 3__GAS
QUANTITY RELEASED: 1__lbs 2__gal 3__cu ft
ENVIRONMENTAL CONTAMINATION: 1__AIR 2__WATER 3__GROUND 9__OTHER
(USE CODES ON REVERSE) EXTENT OF RELEASE

CONTAINER DESCRIPTION: 1__FIXED 2__PORTABLE 3__MOBILE; 1__INSULATED 2__PRESSURIZED 3__ARMORED
(USE CODES ON REVERSE) CONTAINER TYPE | LEVEL OF CONTAINER | CONTAINER MATERIAL
CONTAINER CAPACITY: 1__lbs 2__gal 3__cu ft

H MORE THAN 2 SUBSTANCES INVOLVED? __YES ●NO (LIST ADDITIONAL INFORMATION ON REVERSE SIDE)

I

J

HAZMAT IDENTIFICATION SOURCES (CHECK BEST DESCRIPTOR/S)

PERSONNEL
19__ON-SITE FIRE SERVICES
29__OFF-SITE FIRE SERVICES
40__ON-SITE NON-FIRE SERVICES
60__OFF-SITE NON-FIRE SERVICES
54__CHEMIST
58__TOX CENTER
59__CHEMTREC
99__OTHER_____

REFERENCE MATERIAL
21__DOT MANUAL
23__MSDS
24__PLACARDS/SIGNS
25__PRIVATE INFO SOURCE
26__COMPUTER SOFTWARE
27__SHIPPING PAPERS
98__NO REFERENCE MATERIALS USED
99__OTHER_____

HAZMAT CASUALTIES

	NUMBER OF DECONTAMINATED	NUMBER OF INJURIES	NUMBER OF FATALITIES
RESPONDING AGENCY PERSONNEL			
OTHERS			

K

VEHICLE MAKE/YEAR	VEHICLE LICENSE NO.	STATE	VEHICLE ID NO. (VIN)	CA/DOT/PUC/ICC NO.	COMPANY NAME

L

LEAD REPORTING OFFICER NAME/ID NO.	TEAM ASSISTANT NAME/ID NO.	DATE	COMMENTS ON BACK?
Berumen, Alfonso	Biederman, Irwin		__YES ●NO

CODES

PROPERTY USE and SURROUNDING AREA TYPE

100 Public Assembly	762 HazMat Chem Mfg	950 Railroad
200 Educational	767 Petroleum Refinery	961 Freeway
300 Health Care	800 Storage	962 County/City Road
400 Residential	931 Open Land	963 Private Road
500 Mercantile, Business	936 Vacant Lot	965 Rest Stop / Vista Point
600 Industrial, Utility	941 Open Sea	966 Scale/Inspection Facility
650 Agricultural	942 Harbor/Port	099 Other - Explain in comments section
700 Manufacturing	946 Lake/Pond/River	

EXTENT OF RELEASE

1 Confined to Vehicle/Equipment
2 Confined to Room of Origin
3 Confined to Floor of Origin
4 Confined to Structure of Origin
6 Confined to Property Use of Origin
7 Released Beyond Property Use of Origin
8 NO RELEASE
9 Other - Explain in comments section
0 Undetermined

CONTAINER TYPE

11 Drum	31 Sump/Pit
12 Cylinder	32 Pond or Source Impoundment
13 Can or Bottle	33 Well
14 Carboy	41 Vehicular Fuel Tank
15 Box or Carton	98 NO CONTAINER
16 Bag	99 Other - Explain in comments section
21 Tank or Silo (incl vehicle cargo tanks)	00 Undetermined
22 Pipe	
24 Machinery or Process Equipment	

LEVEL OF CONTAINER

11 Ground Level
30 Above Ground
40 Below Ground

CONTAINER MATERIAL

1 Iron, Steel, & Other Iron Alloys
2 Aluminum & Aluminum Alloys
3 Copper, Brass, Bronze, & Other Copper Alloys
4 Plastic/Fiberglass, Rigid
5 Plastic, Flexible
6 Wood, Paper, Textile, & Cellulose Products
7 Glass, Pottery, & Clay
8 NO CONTAINER
9 Other - Explain in comments section
0 Undetermined

COMMENTS

[redacted]

N

DATE OCCURRED	TIME OCCURRED	TIME ON SCENE	DATE ON SCENE
0 8 2 4 0 0	1 0 4 3		

REPORTED BY	AGENCY	REPORT AGENCY PHONE NO.
Citizen		

INCIDENT COMMANDER	AGENCY	OTHER AGENCIES ON SCENE	AGENCIES CONTACTED

SITE NAME	CONTACT PERSON	CONTACT PERSON PHONE NO.
	Complainant: Jose Rodriquez	2 1 3 4 1 3 0 9 5 5

COMPLAINT

Daughter came in contact with discharged liquid (front of building) and suffered burning sensation.

INCIDENT TYPE (PICK ONE)

10__AIR RELEASE	50__RADIATION
20__ASBESTOS	60__FIRE
30__SPILL (TRANSPORT)	70__DRUG LAB
40__CONTAINER	71__MEDICAL WASTE
41__STORAGE	99__OTHER

SEVERITY

2__MAJOR HAZ-MAT
1__HAZ-MAT
0__NON-HAZ-MAT

P

RP BUSINESS NAME	RP AUTH REP NAME

RP ADDDRESS	RP PHONE NO.

Q

CLEAN UP

PAID BY
11__PRIVATE LAND OWNER
21__BUSINESS
31__CITY
41__COUNTY
51__STATE
61__FEDERAL
99__OTHER_____

CLEAN UP COST $	CLEAN UP COMPANY NAME

TIME ON SCENE	DATE ON SCENE	SITE ENTRY LEVEL
		__A __B __C __D __NO ENTRY

TIME COMPLETED	DATE LEFT SCENE	PROGRAM REFERRAL
		__SITE MIT __INVESTIG __INSPECT

Tsay, Cindy@DTSC

From: Jansen, Alicia <Alicia.Jansen@stantec.com>
Sent: Monday, November 11, 2019 4:16 PM
To: CypressFileRoom@DTSC
Subject: Records Request

Good Afternoon,

I am conducting an environmental site assessment and would like to request any available records (i.e. inspection notes, notices of violation, hazardous materials permits/business plans, groundwater monitoring reports, underground storage tanks permits/report, etc) for the following addresses:

- 4100 Baldwin Park Avenue, Baldwin Park, CA 91706
- 14320 Morgan Street, Baldwin Park, CA 91706
- 4117 Maine Avenue, Baldwin Park, CA 91706
- 14351 East Ramona, Baldwin Park, CA 91706
- 2225 Sunset Boulevard, Los Angeles, CA 90026
- 15717 South Normandie Avenue, Gardena, CA 90247
- 15725 South Normandie Avenue, Gardena, CA 90247

N/R

Please let me know if you need anything else to process this request.

Thank you,

Alicia Jansen
Associate Scientist
Stantec Consulting Services Inc.
735 E. Carnegie Drive, Suite 280
San Bernardino, CA 92408
Direct: (909) 255-8213
Cell: (909) 654-8342
Fax: (909) 335-6120

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Please consider the environment before printing this email.

DEPARTMENT OF TOXIC
SUBSTANCES CONTROL

NOV 11 2019

DATE RECEIVED
CYPRESS OFFICE

PR4-111419-03 N/R

7

DouglasKim+Associates,LLC

AMBIENT NOISE MODELING

DouglasKim+Associates,LLC

Noise emissions of road traffic

Station km	ADT Veh/24h	Traffic values Vehicles type	Vehicle name	day Veh/h	Speed km/h	Control device	Const Speed km/h	Affect veh. %	Road surface	Gradien Min / M %
Mohawk Street					Traffic direction: In entry direction					
0+000	2304	Total	-	96	-	Stop sign	-	100.0	Average (of DGAC and	-6.2
		Automobiles	-	90	48					
		Medium trucks	-	2	48					
		Heavy trucks	-	1	48					
		Buses	-	3	48					
		Motorcycles	-	-	48					
		Auxiliary vehicle	-	-	-					
0+166	-					-	-	-	-	-
Sunset Boulevard W of Mohawk					Traffic direction: In entry direction					
0+015	58680	Total	-	2445	-	Traffic lig	-	15.0	Average (of DGAC and	-2.3 / 0.
		Automobiles	-	2292	56					
		Medium trucks	-	51	56					
		Heavy trucks	-	25	56					
		Buses	-	76	56					
		Motorcycles	-	-	56					
		Auxiliary vehicle	-	-	-					
0+089	-					-	-	-	-	-
Sunset Boulevard W of Mohawk1					Traffic direction: In entry direction					
0+015	57024	Total	-	2376	-	Traffic lig	-	-	Average (of DGAC and	-2.5 / -1
		Automobiles	-	2228	56					
		Medium trucks	-	50	56					
		Heavy trucks	-	25	56					
		Buses	-	74	56					
		Motorcycles	-	-	56					
		Auxiliary vehicle	-	-	-					
0+143	-					-	-	-	-	-
Sunset Boulevard E of Mohawk					Traffic direction: In entry direction					
0+015	59544	Total	-	2481	-	Traffic lig	-	15.0	Average (of DGAC and	-0.9 / 0.
		Automobiles	-	2326	56					
		Medium trucks	-	52	56					
		Heavy trucks	-	26	56					
		Buses	-	78	56					
		Motorcycles	-	-	56					
		Auxiliary vehicle	-	-	-					
0+172	-					-	-	-	-	-
Rosemont Avenue					Traffic direction: In entry direction					
0+015	3336	Total	-	139	-	Stop sign	-	100.0	Average (of DGAC and	2.3
		Automobiles	-	130	48					
		Medium trucks	-	3	48					
		Heavy trucks	-	1	48					
		Buses	-	4	48					
		Motorcycles	-	-	48					
		Auxiliary vehicle	-	-	-					
0+101	-					-	-	-	-	-
Elsinore Street W of Mohawk St					Traffic direction: In entry direction					
0+015	912	Total	-	38	-	Stop sign	-	100.0	Average (of DGAC and	0.0
		Automobiles	-	36	48					
		Medium trucks	-	1	48					
		Heavy trucks	-	0	48					
		Buses	-	1	48					
		Motorcycles	-	-	48					
		Auxiliary vehicle	-	-	-					
0+151	-					-	-	-	-	-

Noise emissions of road traffic

Station km	ADT Veh/24h	Traffic values Vehicles type	Vehicle name	day Veh/h	Speed km/h	Control device	Const Speed km/h	Affect veh. %	Road surface	Gradien Min / M %
Elsinore Street E of Mohawk St					Traffic direction: In entry direction					
0+015	912	Total	-	38	-	Stop sign	-	100.0	Average (of DGAC and	0.0
		Automobiles	-	36	48					
		Medium trucks	-	1	48					
		Heavy trucks	-	0	48					
		Buses	-	1	48					
		Motorcycles	-	-	48					
		Auxiliary vehicle	-	-	-					
0+179	-					-	-	-	-	-

Receiver list

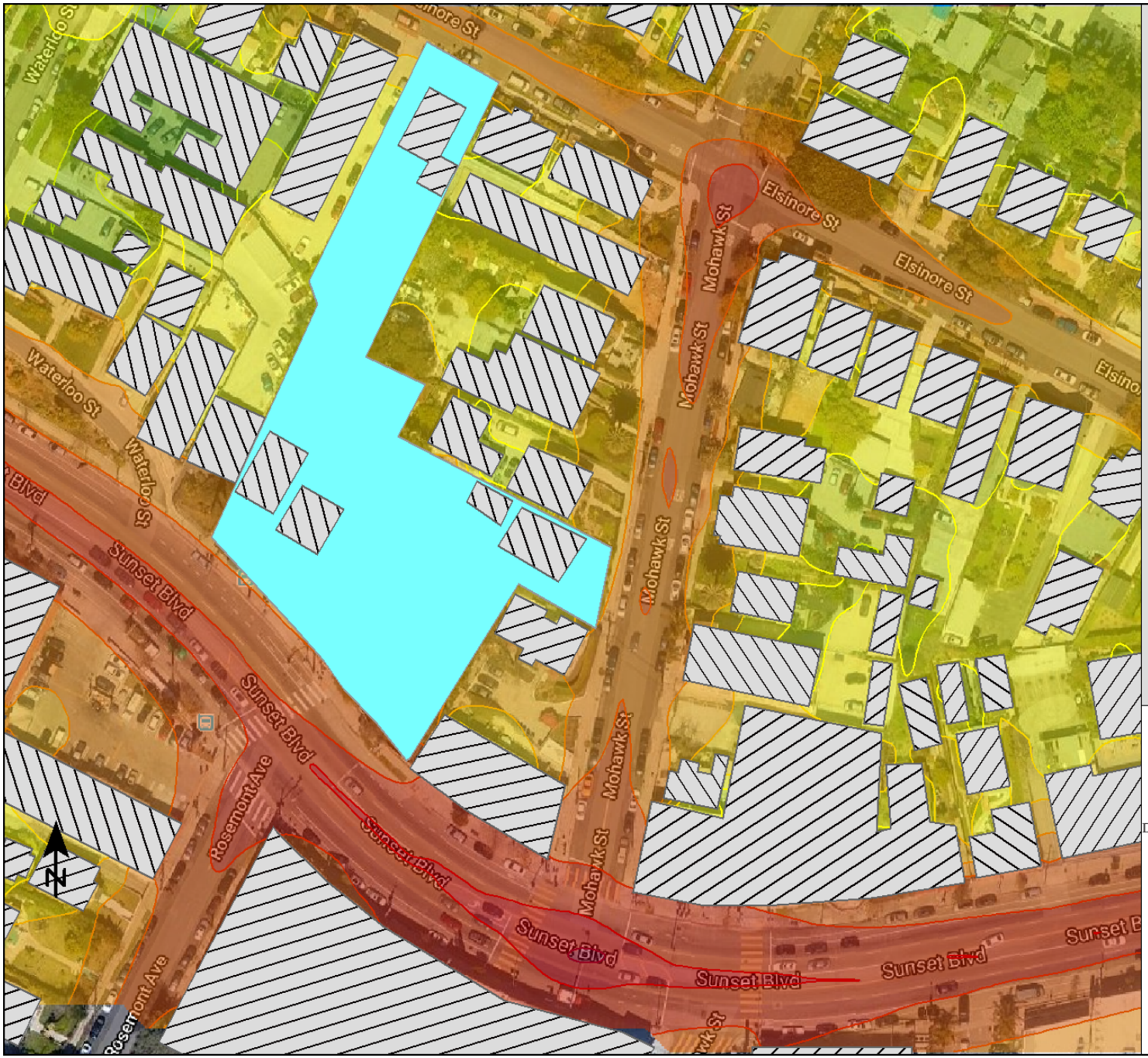
No.	Receiver name	Coordinates X Y in meter	Building side	Floor	Height abv.grd. m	Limit L(Aeq1h) dB(A)	Level L(Aeq1h) dB(A)	Conflict L(Aeq1h) dB
1	1115-1118 Mohawk Street	11383252.32 3771534.15	North east	GF	136.60	-	59.4	-
2	1129-1131 Mohawk Street	11383248.81 3771557.97	South east	GF	141.78	-	60.8	-
3	2222 Elsinore Street	11383213.07 3771654.56	North east	GF	140.01	-	58.0	-
4	2237 Sunset Boulevard	11383173.45 3771567.08	South west	GF	134.60	-	66.3	-

Contribution levels of the receivers

Source name			Traffic lane	Level L(Aeq1h) dB(A)
1115-1118 Mohawk Street	GF	59.4		
Elsinore Street E of Mohawk St			-	41.8
Elsinore Street W of Mohawk St			-	29.4
Mohawk Street			-	59.2
Rosemont Avenue			-	26.5
Sunset Boulevard E of Mohawk			-	37.2
Sunset Boulevard W of Mohawk			-	37.1
Sunset Boulevard W of Mohawk1			-	36.5
1129-1131 Mohawk Street	GF	60.8		
Elsinore Street E of Mohawk St			-	44.3
Elsinore Street W of Mohawk St			-	34.3
Mohawk Street			-	58.5
Rosemont Avenue			-	47.2
Sunset Boulevard E of Mohawk			-	51.5
Sunset Boulevard W of Mohawk			-	53.4
Sunset Boulevard W of Mohawk1			-	46.4
2222 Elsinore Street	GF	58.0		
Elsinore Street E of Mohawk St			-	44.0
Elsinore Street W of Mohawk St			-	57.4
Mohawk Street			-	46.5
Rosemont Avenue			-	35.2
Sunset Boulevard E of Mohawk			-	31.4
Sunset Boulevard W of Mohawk			-	36.1
Sunset Boulevard W of Mohawk1			-	36.2
2237 Sunset Boulevard	GF	66.3		
Elsinore Street E of Mohawk St			-	23.3
Elsinore Street W of Mohawk St			-	26.3
Mohawk Street			-	37.3
Rosemont Avenue			-	51.9
Sunset Boulevard E of Mohawk			-	54.5
Sunset Boulevard W of Mohawk			-	58.1
Sunset Boulevard W of Mohawk1			-	65.0

Spectra of the receivers

No	Name	Floor	Time	50 H	63 H	80 H	100	125	160	200	250	315	400	500	630	800	1 kH	1 kH	2 kH	2 kH	2 kH	3 kH	4 kH	5 kH	6 kH	8 kH	10 k
1	1115-1118 Mohaw	GF	L(Aec	31.8	38.0	42.0	43.0	44.9	45.2	45.9	46.9	47.2	45.8	48.4	49.9	48.8	48.2	46.7	47.9	46.7	45.0	45.7	43.0	41.3	38.9	35.8	32.7
2	1129-1131 Mohaw	GF	L(Aec	33.7	40.2	44.0	45.0	46.3	46.9	47.7	48.7	48.9	49.0	50.7	51.7	49.0	49.9	49.2	48.0	47.0	46.0	46.3	43.9	41.9	38.2	34.4	31.9
3	2222 Elsinore Stre	GF	L(Aec	32.2	39.7	42.7	44.4	45.2	45.8	46.0	46.0	46.3	45.0	46.0	47.0	46.9	46.8	45.2	45.0	44.9	43.7	42.8	41.7	37.9	33.7	30.4	30.4
4	2237 Sunset Boule	GF	L(Aec	35.8	42.9	46.7	48.4	49.2	49.8	50.9	52.0	52.0	54.7	56.2	56.8	56.7	57.3	56.3	55.3	54.2	52.2	49.7	46.7	42.9	39.2	37.7	34.7



2217-2235 Sunset Boulevard

Signs and symbols

- Building
- Emission line
- Surface
- Project Site

Levels in dB(A)

	<= 30
	30 - 35
	35 - 40
	40 - 45
	45 - 50
	50 - 55
	55 - 60
	60 - 65
	65 - 70
	70 - 75
	75 - 80
	80 - 85
	85 - 90
	90 - 95
	> 95

1 : 88

0 20 40 80 120 160 feet

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2225 Sunset Boulevard

Signs and symbols

- Building
- Sensitive Receptor
- Emission line
- Surface
- Project Site

Level tables

- Facade with conflict

1 : 88

0 20 40 80 120 160 feet

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CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

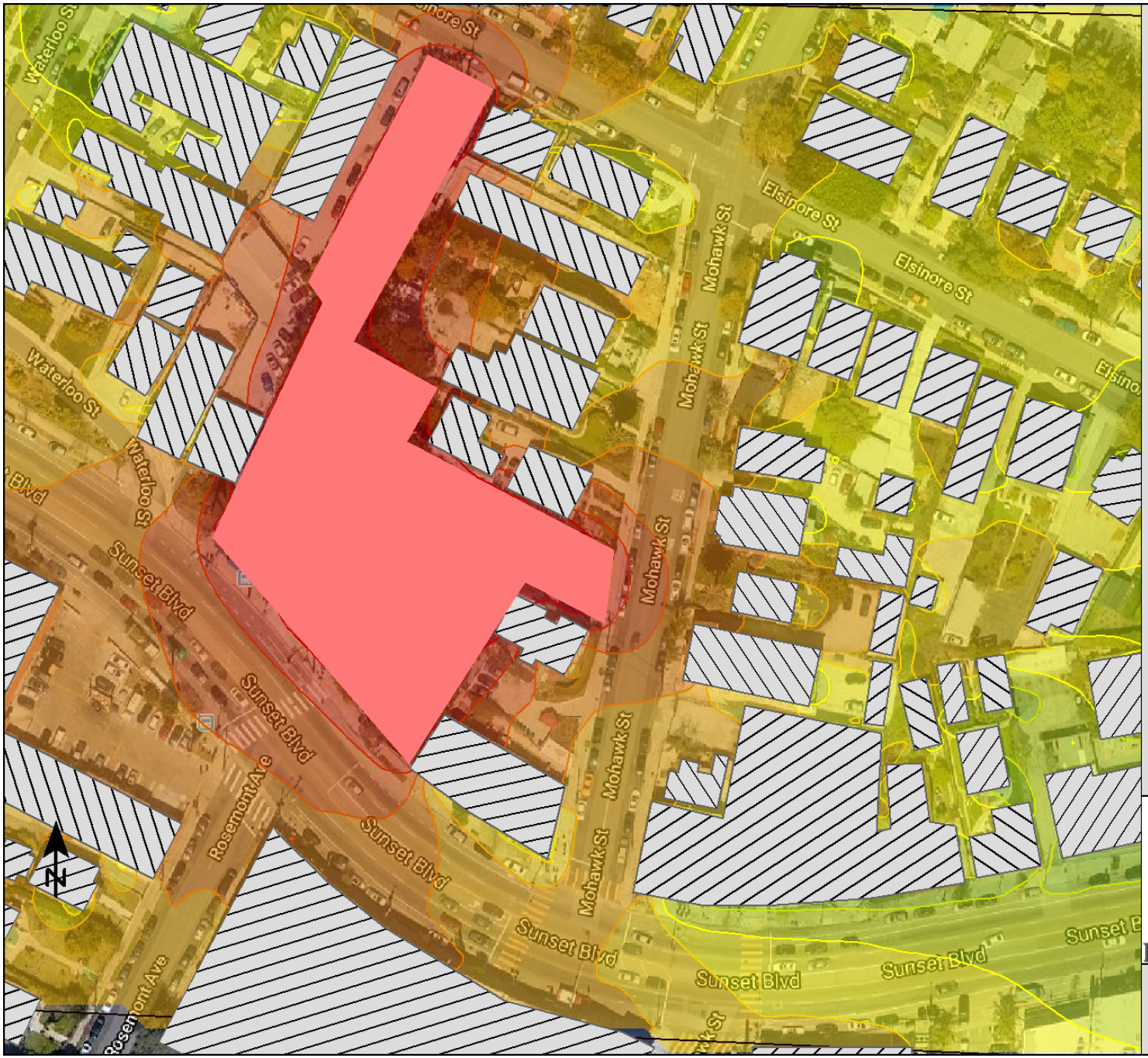
Source name	Size m/m²	Reference	Level L(Aeq1h) dB(A)	Corrections Cwall dB	CI dB	CT dB
Construction Site	4587 m²	Lw/unit	115.4	-	-	-

Receiver list

No.	Receiver name	Coordinates X	Y	Building side	Floor	Height abv.grd. m	Limit L(Aeq1h) dB(A)	Level w/o L(Aeq1h) dB(A)	Level w NF L(Aeq1h) dB(A)	Difference L(Aeq1h) dB	Conflict L(Aeq1h) dB
		in meter									
1	1113-1115 Mohawk Street	11383252.	3771532.8	South east	GF	136.60	-	68.2	49.3	-19.0	-
2	1118 Mohawk Street	11383274.	3771529.1	West	GF	135.30	-	69.1	48.6	-20.6	-
3	1127-1129 Mohawk Street	11383249.	3771558.7	South east	GF	139.87	-	75.5	57.2	-18.3	-
4	2214 Elsinore Street	11383235.	3771643.2	North east	GF	141.50	-	71.6	48.3	-23.3	-
5	2222 Elsinore Street	11383211.	3771655.1	North east	GF	140.01	-	68.6	41.4	-27.2	-
6	2237 Sunset Boulevard	11383175.	3771566.0	South west	GF	134.60	-	76.3	59.5	-16.8	-

Contribution levels of the receivers

Source name		Level w/o NP L(Aeq1h) dB(A)	Level w NP L(Aeq1h) dB(A)
1113-1115 Mohawk Street	GF	68.2	49.3
Construction Site		68.2	49.3
1118 Mohawk Street	GF	69.1	48.6
Construction Site		69.1	48.6
1127-1129 Mohawk Street	GF	75.5	57.2
Construction Site		75.5	57.2
2214 Elsinore Street	GF	71.6	48.3
Construction Site		71.6	48.3
2222 Elsinore Street	GF	68.6	41.4
Construction Site		68.6	41.4
2237 Sunset Boulevard	GF	76.3	59.5
Construction Site		76.3	59.5



2225 Sunset Boulevard

Signs and symbols

- Building
- Calculation area
- Construction Site

Levels in dB(A)

	< 30
	30 - 35
	35 - 40
	40 - 45
	45 - 50
	50 - 55
	55 - 60
	60 - 65
	65 - 70
	70 - 75
	75 - 80
	80 - 85
	85 - 90
	90 - 95
	>= 95

1 : 88

0 20 40 80 120 160 feet

DouglasKim+Associates,LLC

2225 Sunset Boulevard

Signs and symbols

Building

Sensitive Receptor

Construction Site

Level tables

Facade with conflict

1 : 88

0 20 40 80 120 160 feet

DouglasKim+Associates,LLC

Construction Noise Impacts (without Mitigation)

Reference	meter
Sound Pressure Level	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences, 1118 Mohawk Street	59.4	69.1	69.5	10.1	**Yes**
Residences, 1127-1129 Mohawk St	60.8	75.5	75.6	14.8	**Yes**
Residence, 2214 Elsinore Street	58.0	71.6	71.8	13.8	**Yes**
Residence, 2237 Sunset Boulevard	66.3	76.3	76.7	10.4	**Yes**
Residences, 1113-1115 Mohawk Street	59.4	68.2	68.7	9.3	**Yes**
Residences, 2222 Elsinore Street	58.0	68.6	69.0	11.0	**Yes**

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level L(Aeq1h) dB(A)	Corrections Cwall dB	CI dB	CT dB
Construction Site	4587 m²	Lw/unit	98.7	-	-	-

Receiver list

No.	Receiver name	Coordinates X	Y	Building side	Floor	Height abv.grd. m	Limit L(Aeq1h) dB(A)	Level w/o L(Aeq1h) dB(A)	Level w NF L(Aeq1h) dB(A)	Difference L(Aeq1h) dB	Conflict L(Aeq1h) dB
		in meter									
1	1113-1115 Mohawk Street	11383252.	3771532.8	South east	GF	136.60	-	51.5	49.3	-2.3	-
2	1118 Mohawk Street	11383274.	3771529.1	West	GF	135.30	-	52.4	48.6	-3.9	-
3	1127-1129 Mohawk Street	11383249.	3771558.7	South east	GF	139.87	-	58.8	57.2	-1.6	-
4	2214 Elsinore Street	11383235.	3771643.2	North east	GF	141.50	-	54.9	48.3	-6.6	-
5	2222 Elsinore Street	11383211.	3771655.1	North east	GF	140.01	-	51.9	41.4	-10.5	-
6	2237 Sunset Boulevard	11383175.	3771566.0	South west	GF	134.60	-	59.6	59.5	-0.1	-

Contribution levels of the receivers

Source name		Level w/o NP L(Aeq1h) dB(A)	Level w NP L(Aeq1h) dB(A)
1113-1115 Mohawk Street	GF	51.5	49.3
Construction Site		51.5	49.3
1118 Mohawk Street	GF	52.4	48.6
Construction Site		52.4	48.6
1127-1129 Mohawk Street	GF	58.8	57.2
Construction Site		58.8	57.2
2214 Elsinore Street	GF	54.9	48.3
Construction Site		54.9	48.3
2222 Elsinore Street	GF	51.9	41.4
Construction Site		51.9	41.4
2237 Sunset Boulevard	GF	59.6	59.5
Construction Site		59.6	59.5

2225 Sunset Boulevard

Signs and symbols

- Wall
- Building
- Sensitive Receptor
- Construction Site

Level tables

- Facade with conflict

1 : 88

0 20 40 80 120 160 feet

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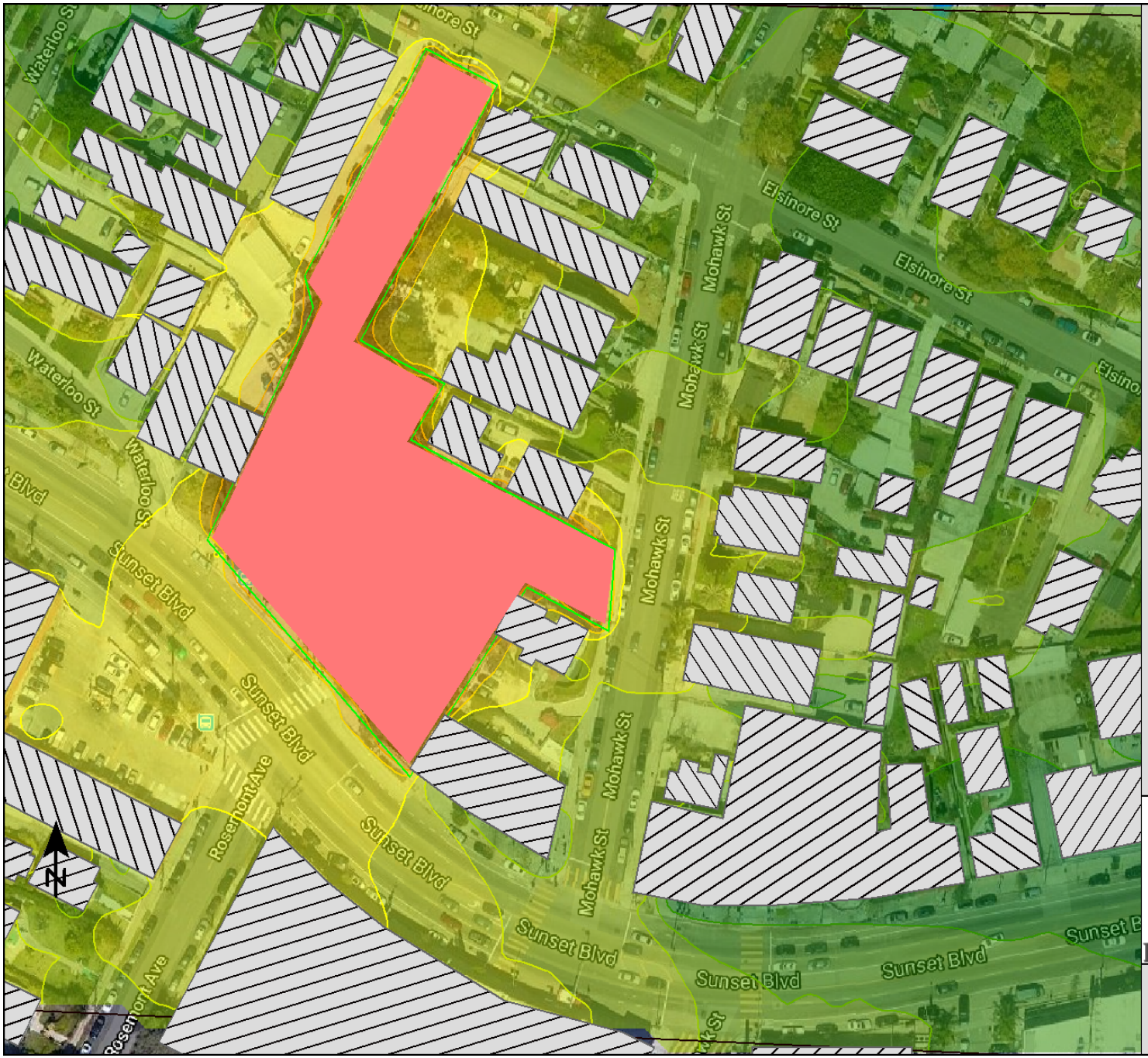

2225 Sunset Boulevard

Signs and symbols

- Wall
- Building
- Calculation area
- Construction Site

Levels in dB(A)

	< 30
	30 - 35
	35 - 40
	40 - 45
	45 - 50
	50 - 55
	55 - 60
	60 - 65
	65 - 70
	70 - 75
	75 - 80
	80 - 85
	85 - 90
	90 - 95
	>= 95

1 : 88

0 20 40 80 120 160 feet

DouglasKim+Associates,LLC

Construction Noise Impacts (with Mitigation)

DouglasKim+Associates,LLC

Reference	meter
Sound Pressure Level	dBA

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Residences, 1118 Mohawk Street	59.4	48.6	59.7	0.3	**No**
Residences, 1127-1129 Mohawk St	60.8	57.2	62.4	1.6	**No**
Residence, 2214 Elsinore Street	58.0	48.3	58.4	0.4	**No**
Residence, 2237 Sunset Boulevard	66.3	59.5	67.1	0.8	**No**
Residences, 1113-1115 Mohawk Street	59.4	49.3	59.8	0.4	**No**
Residences, 2222 Elsinore Street	58.0	41.4	58.1	0.1	**No**

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OPERATIONS NOISE CALCULATIONS

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	**2225 Sunset Boulevard**

Receiver Parameters	
Receiver:	**Residences, 1113-1115 Mohawk Street**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**59 dBA**

Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	**Avg. Number of Autos/hr**	45
Nighttime hrs	**Avg. Number of Autos/hr**	17
Distance	**Distance from Source to Receiver (ft)**	40
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	

Noise Source Parameters		**Source 2**
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs	**Speed (mph)**	30
	Avg. Number of Events/hr	26
Nighttime hrs	**Speed (mph)**	30
	Avg. Number of Events/hr	13
Distance	**Distance from Source to Receiver (ft)**	40
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

Project Results Summary

Existing Ldn:	59 dBA
Total Project Ldn:	53 dBA
Total Noise Exposure:	60 dBA
Increase:	1 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	----
Dist to Sev. Impact Contour (Sources 1+2):	----

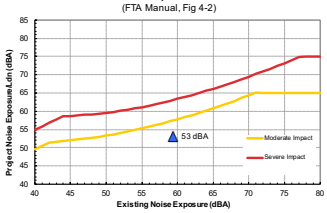
Source 1 Results

Leq(day):	45.4 dBA
Leq(night):	41.1 dBA
Ldn:	48.5 dBA

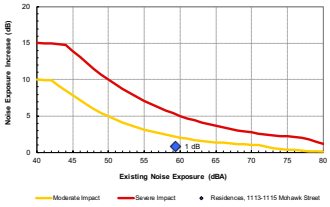
Source 2 Results

Leq(day):	47.3 dBA
Leq(night):	44.3 dBA
Ldn:	51.3 dBA
Incremental Ldn (Src 1-2):	53.1 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

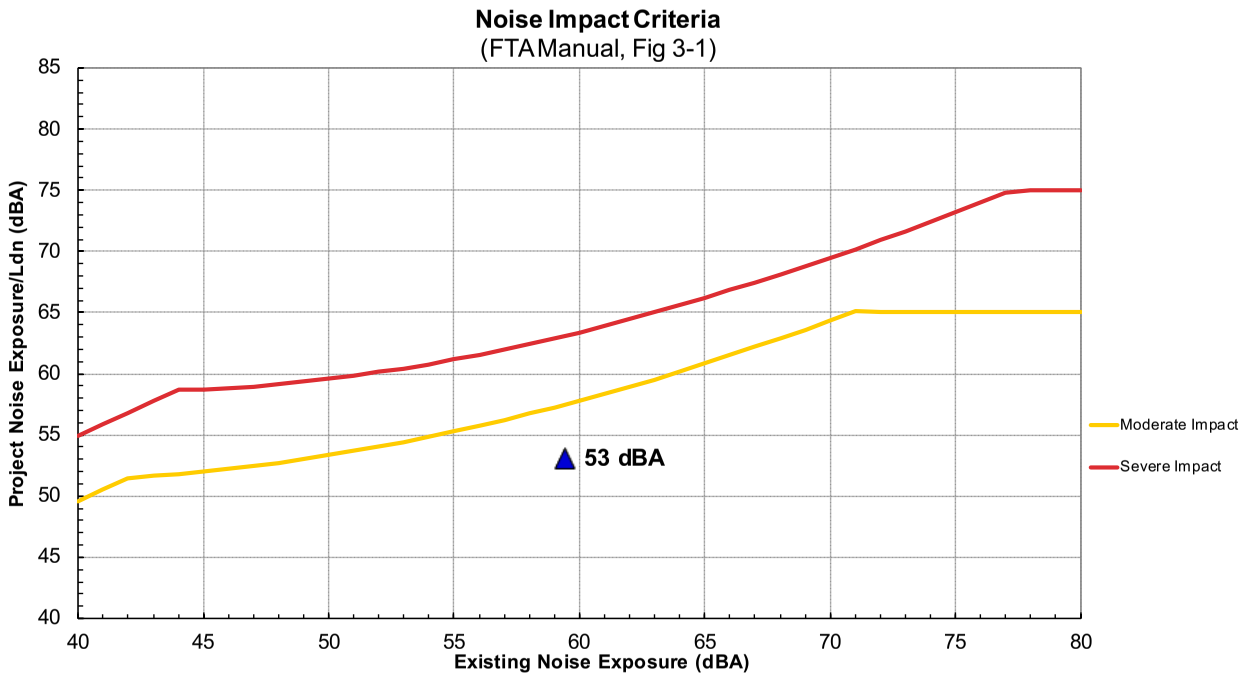


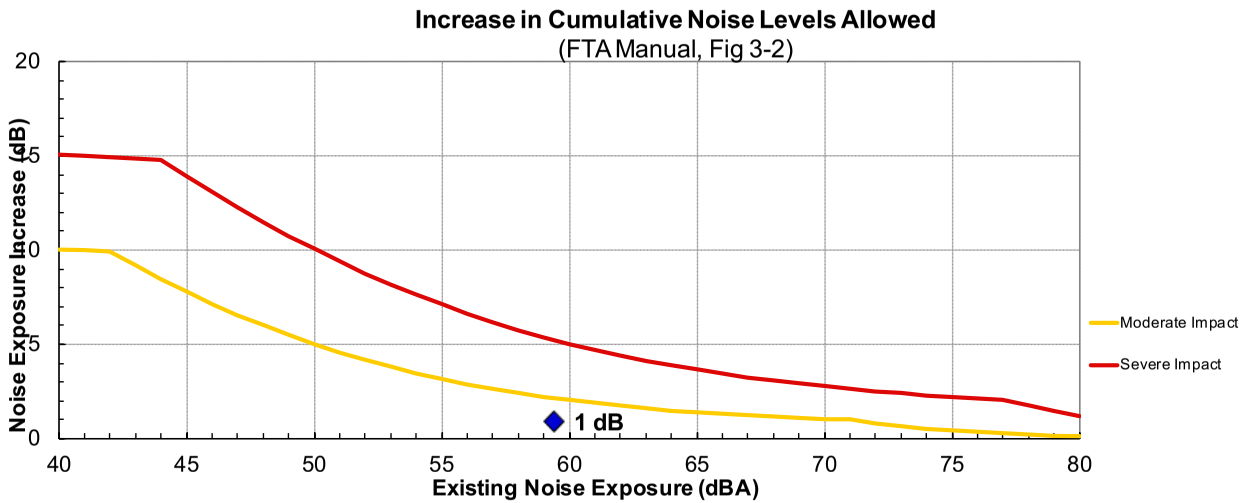
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 2225 Sunset Boulevard
Receiver: Residences, 1113-1115 Mohawk Street

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Parking Garage	40 ft	48.5 dBA	59 dBA	57 dBA	63 dBA	None
2	Automobiles and Vans	40 ft	51.3 dBA	59 dBA	57 dBA	63 dBA	None
3	--	50 ft		59 dBA	57 dBA	63 dBA	
4	--	70 ft		59 dBA	57 dBA	63 dBA	
5	--	ft		59 dBA	57 dBA	63 dBA	
6	--	ft		59 dBA	57 dBA	63 dBA	
	Combined Sources		**53 dBA**	**59 dBA**	**57 dBA**	**63 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
53 dBA
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
1 dB
Moderate Impact
Severe Impact

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	**2225 Sunset Boulevard**

Receiver Parameters	
Receiver:	**1129-1131 Mohawk Street**
Land Use Category:	**2. Residential**
Existing Noise (Measured or Generic Value):	**61 dBA**

Noise Source Parameters	
Number of Noise Sources:	**2**

Noise Source Parameters		**Source 1**
	Source Type:	Stationary Source
	Specific Source:	Parking Garage
Daytime hrs	**Avg. Number of Autos/hr**	45
Nighttime hrs	**Avg. Number of Autos/hr**	17
Distance	**Distance from Source to Receiver (ft)**	40
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	

Noise Source Parameters		**Source 2**
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs	**Speed (mph)**	30
	Avg. Number of Events/hr	26
Nighttime hrs	**Speed (mph)**	30
	Avg. Number of Events/hr	13
Distance	**Distance from Source to Receiver (ft)**	40
	Number of Intervening Rows of Buildings	0
Adjustments	**Noise Barrier?**	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

	Noise Barrier?	

Project Results Summary

Existing Ldn:	61 dBA
Total Project Ldn:	53 dBA
Total Noise Exposure:	61 dBA
Increase:	1 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	----
Dist to Sev. Impact Contour (Sources 1+2):	----

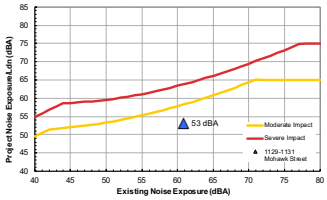
Source 1 Results

Leq(day):	45.4 dBA
Leq(night):	41.1 dBA
Ldn:	48.5 dBA

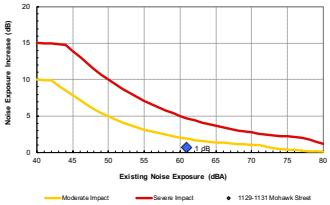
Source 2 Results

Leq(day):	47.3 dBA
Leq(night):	44.3 dBA
Ldn:	51.3 dBA
Incremental Ldn (Src 1-2):	53.1 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)

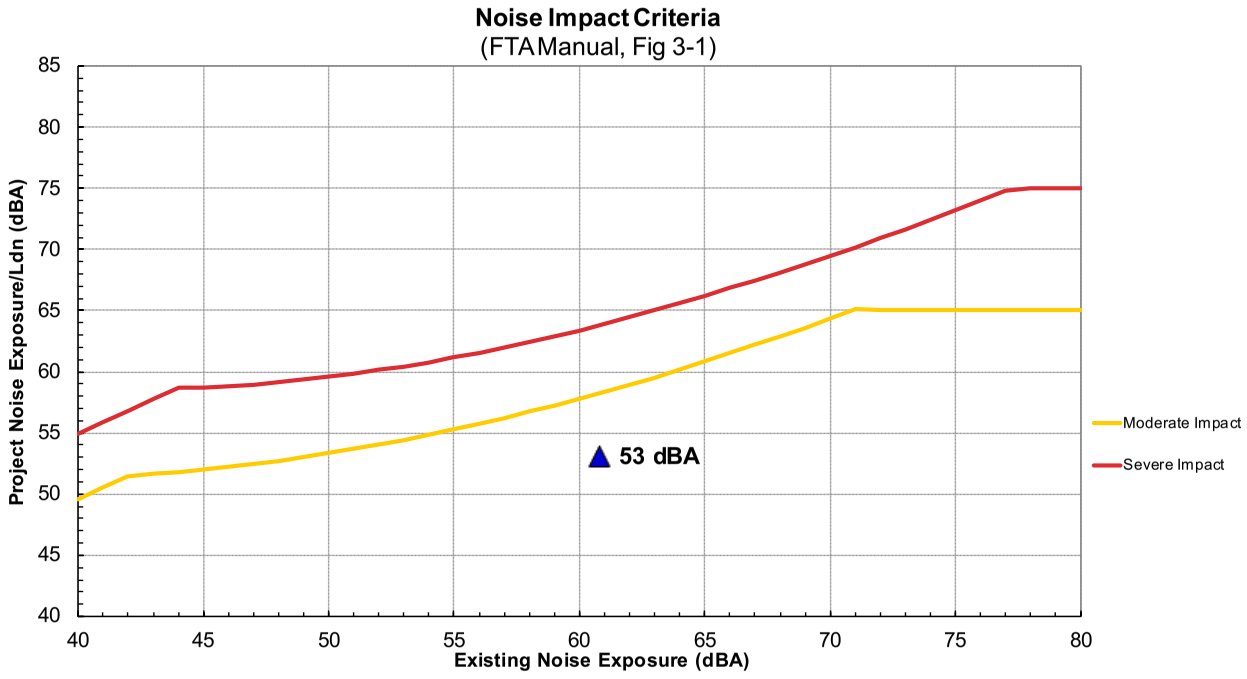


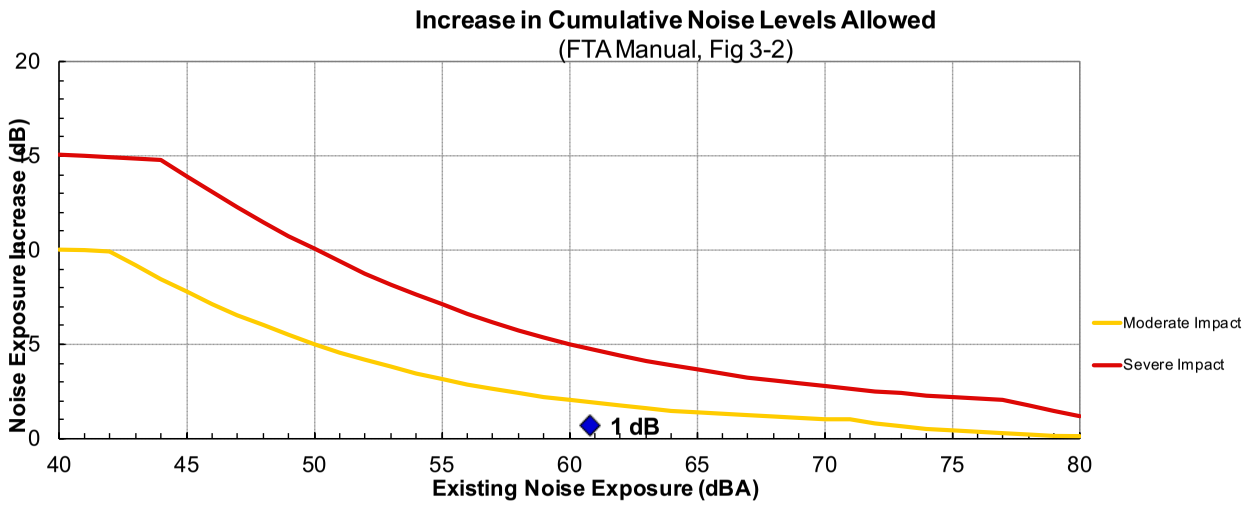
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Project: 2225 Sunset Boulevard
Receiver: 1129-1131 Mohawk Street

					Noise Criteria		
	Source	**Distance**	**Project Ldn**	**Existing Ldn**	**Mod. Impact**	**Sev. Impact**	**Impact?**
1	Parking Garage	40 ft	48.5 dBA	61 dBA	58 dBA	63 dBA	None
2	Automobiles and Vans	40 ft	51.3 dBA	61 dBA	58 dBA	63 dBA	None
3	--	50 ft		61 dBA	58 dBA	63 dBA	
4	--	70 ft		61 dBA	58 dBA	63 dBA	
5	--	ft		61 dBA	58 dBA	63 dBA	
6	--	ft		61 dBA	58 dBA	63 dBA	
	Combined Sources		**53 dBA**	**61 dBA**	**58 dBA**	**63 dBA**	**None**


Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
85
80
75
70
65
60
55
50
45
40
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
53 dBA
Moderate Impact
Severe Impact


Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
20
15
10
5
0
40
45
50
55
60
65
70
75
80
Existing Noise Exposure (dBA)
1 dB
Moderate Impact
Severe Impact

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual* , 10th Edition

Land Use Code			221			
Setting			Multifamily Housing (Mid-Rise)			
Time Period	General Urban/Suburban		Dense Multi-Use Urban		Center City Core	
Trip Type	Weekday		Weekday		Weekday	
# Data Sites	Vehicle		Vehicle		Vehicle	
	8		4		3	
	% of 24-Hour Traffic		% of 24-Hour Traffic		% of 24-Hour Traffic	
Time	Entering	Exiting	Entering	Exiting	Entering	Exiting
12-1 AM	0.7	0.3	0.8	0.2	2.6	0
1-2 AM	0.3	0.2	1.3	0.1	0.4	0
2-3 AM	0.2	0.2	0.8	0.3	0.9	0.9
3-4 AM	0.4	0.3	0.6	0.3	0.4	0
4-5 AM	0.3	0.8	0.6	0.0	0.4	1.8
5-6 AM	0.6	2.7	2.3	1.6	0.4	3.1
6-7 AM	1.5	6.5	4.1	4.1	1.8	8.0
7-8 AM	2.8	12.1	4.2	17.7	5.3	12.0
8-9 AM	3.5	8.8	5.1	9.2	4.8	10.2
9-10 AM	2.9	5.7	2.5	5.6	5.7	4.9
10-11 AM	2.7	4.7	4.4	3.8	2.2	4.9
11-12 PM	4.5	4.5	3.1	5.7	3.9	2.7
12-1 PM	4.8	4.6	4.7	5.2	4.4	2.7
1-2 PM	4.1	4.8	5.3	3.7	3.9	6.7
2-3 PM	5.8	5.0	5.9	3.3	3.9	4.9
3-4 PM	6.7	4.9	6.2	4.4	6.1	4.0
4-5 PM	10.6	6.2	10.0	4.7	4.8	5.8
5-6 PM	12.6	7.7	8.7	4.1	8.3	7.6
6-7 PM	9.3	6.6	6.7	8.6	8.8	4.0
7-8 PM	7.8	4.8	6.7	4.4	7.9	4.4
8-9 PM	7.0	3.3	5.1	4.3	7.0	2.2
9-10 PM	5.5	2.2	4.6	3.1	5.3	4.9
10-11 PM	3.6	1.9	4.4	2.8	7.0	3.1
11-12 AM	2.0	1.1	1.9	2.8	3.5	1.3

			Hourly Trips	Average Daytime	Average Nighttime
12-1 AM	1.0	0.5	4		4
1-2 AM	0.5	0.25	2		2
2-3 AM	0.4	0.2	1		1
3-4 AM	0.7	0.35	3		3
4-5 AM	1.1	0.55	4		4
5-6 AM	3.3	1.65	12		12
6-7 AM	8.0	4	30		30
7-8 AM	14.9	7.45	56	56	
8-9 AM	12.3	6.15	46	46	
9-10 AM	8.6	4.3	32	32	
10-11 AM	7.4	3.7	28	28	
11-12 PM	9.0	4.5	34	34	
12-1 PM	9.4	4.7	35	35	
1-2 PM	8.9	4.45	33	33	
2-3 PM	10.8	5.4	40	40	
3-4 PM	11.6	5.8	43	43	
4-5 PM	16.8	8.4	63	63	
5-6 PM	20.3	10.15	76	76	
6-7 PM	15.9	7.95	59	59	
7-8 PM	12.6	6.3	47		47
8-9 PM	10.3	5.15	39		39
9-10 PM	7.7	3.85	29		29
10-11 PM	5.5	2.75	21		21
11-12 AM	3.1	1.55	12		12
ADT			748		
				45	17

LOS ANGELES POLICE DEPARTMENT

MICHEL R. MOORE
Chief of Police

ERIC GARCETTI
Mayor

P. O. Box 30158
Los Angeles, CA 90030
Telephone: (213) 486-6000
TDD: (877) 275-5273
Ref #:1.18.2

July 16, 2020

Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA., 91406

Dear Sherrie Cruz: [ENV-EIR]

The proposed, "Cypress 2217 W Sunset Project," is located at 2217-2235 W. Sunset Boulevard, 2216-2218 Elsinore Street and 1121 Mohawk Street Los Angeles, CA 90026. These locations are in Reporting District 1181. This "RD" falls within the geographical boundaries of the Los Angeles Police Department's Northeast Division. A project of this size could have a minor impact on police services within Northeast Division's Community area. The Department is available to advise you on crime prevention features appropriate for the design of the property in this project. The Department strongly recommends that the developers contact, Community Outreach and Development Division's, Crime Prevention Through Environmental Design Officer (CPTED), James Nichols at e-mail address: CPTED@lapd.online.

Upon completion of the project, you are encouraged to provide the Commanding Officer of Northeast Community Police Station with a diagram copy of each portion of the property. Northeast Community Police Station's Commanding Officer is Captain III Arturo Sandoval. Northeast Division is located at 3353 San Fernando Road Los Angeles CA., 90065 (RD 1181). Captain Sandoval's phone number is (323) 561-3205. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any further questions, please contact Officer James Nichols at the LAPD Community Outreach and Development Division, (213) 486-6000.

Respectfully,

MICHEL R. MOORE
Chief of Police

FLR

AARON C. PONCE, Captain
Commanding Officer
Community Outreach and Development Division

Enclosure

The following report was prepared for the "Cypress 2217 W. Sunset Project":

Distance and Times:

The "Cypress 2217 W. Sunset Project" located at 2217-2235 W. Sunset Boulevard, Los Angeles CA., is approximately 3.6 miles at 11 minutes from Northeast Community Police Station. The secondary project location, is located at 2216-2218 Elsinore Street. This location is approximately 3.6 miles at 11 minutes from the Northeast Community Police Station. The third location in this project is located at 1121 Mohawk Street. This location is approximately 3.6 miles at 11 minutes from Northeast Community Police Station. These times and distances were calculated from a departure point starting from the Northeast Community Police Station. The arrival times were also configured utilizing some traffic delays, but estimated times of arrival can vary depending on divisional call load, traffic delays and types of calls.

The Reporting District for Northeast Community Police Station is RD 1124. Their phone number is (323) 561-3211.

Divisional Geographics / Demographics:

Northeast Community Police Station's Geographical Patrol Area is approximately 29 square miles and consists of 63 Reporting Districts. The service boundaries for Northeast Area are as follows:

To the ***West*** is Normandie Avenue, Franklin Avenue, Western Avenue, Los Feliz Boulevard, Fern Dell Drive, Griffith Park (land only boundary with Los Angeles Police Department's Hollywood Division and North Hollywood Division) and Forest Lawn Drive.

To the ***North*** is Los Angeles River, CA 101 Ventura Freeway, City of Burbank Boundary, City of Glendale Boundary, San Fernando Road West, Tyburn Street, City of Glendale Boundary (land delineation only) South Glendale Avenue, City of Glendale Boundary (land delineation), South Verdugo Road, Plumas Street and the City of Glendale Boundary (land delineation only).

To the ***East*** is the City of Pasadena Boundary (land delineation only), Avenue 64, the City of Pasadena Boundary (land delineation only) and the CA 110 Arroyo Seco Parkway.

To the ***South*** is Lookout Drive, Lilac Terrace, Stadium Way, Vin Scully Avenue, Lilac Place, Lilac Terrace, Douglas Street, Sunset Boulevard and Santa Monica Boulevard.

The proposed, Cypress 2217 W. Sunset Project, is located in ***RD 1181.*** The boundaries for ***RD 1181*** are as follows:

To the ***West*** is Parkman Avenue, Reservoir Street and North Benton Way.
To the ***North*** is Scott Avenue, Alvarado Street and Scott Avenue.
To the ***East*** is Glendale Boulevard.
To the ***South*** is Sunset Boulevard.

Northeast Division has approximately 280 sworn personnel and 14 civilian support staff. Northeast Division is a culturally diverse community with a residential population of approximately 210,541 people. The officer to resident ratio is 1 officer to every 751.9 residents (751.9:1) for a 29 square mile area. This population amount does not reflect citizens from outside the area visiting local

businesses, churches, residences and educational institutions.

Additionally, department wide, the Los Angeles Police Department currently has 9,985 sworn personnel and 2,961 civilian employees. These city police employees cater to a city population of approximately 4,015,936. This amount is current as of June 6th 2020 (according to LAPDonline.org and the 2005-2009 American Community Survey). This amounts to a population to officer ratio of 402.2 residents for every 1 officer (402.2:1).

The ethnic break down of The City of Los Angeles, according to the 2005-2009 American Community Survey, is:

- 47.5% Hispanic / Latino
- 29.4% White (Non-Hispanic / Latino)
- 10.7% Asian
- 9.8% Black / Afro American
- 0.5% Native American
- 25.2% Other

Divisional Support and Communication:

There are many specialized support units, divisions and services available to Northeast Division within the LAPD (i.e., Air Support, Detectives, K9 and Metro) to support any additional policing needs. These services are available to supplement and complement the division's policing services. In using these available resources, the Los Angeles Police Department can meet the demands for police services for the Cypress 2217 W Sunset Project.

Northeast Community Police Station's emergency response system is directly linked to the Los Angeles Police Department's Communication Dispatch Center. Communication Division has the responsibility to staff and answer telephone calls for service on a 24- hour basis. This includes 911 emergency calls (police, fire and medical). Communication Division's main protocol is to manage and dispatch police calls for service in the City of Los Angeles.

Divisional Response Times:

According to the Los Angeles Police Department's Computer Statistics (CompStats) Division, the average police response time to emergency, high priority calls in the Northeast Area (Code 3 calls) was 4.0 minutes (as of June 27th 2020). This was done with a dispatch median time of 1.5 minutes. The medium high priority response time (Code 2) as of June 27th 2020, was 16.7 minutes. This was done with a dispatch median time of 3.4 minutes. Low priority, non-emergency response times as of June 27th 2020, was 35.0 minutes. These low priority calls had a dispatch median time of 9.1 minutes (a graph of these response times are attached to this report).

Citywide response times during this same 4 week period were 4.3 minutes for emergency, high priority calls with a dispatch median time of 1.5 minutes. The medium, high priority response time was 13.3 minutes with a dispatch time of 4.1 minutes. Low priority response times were 33.5 minutes with a dispatch time of 11.6 minutes.

These response times were taken from the statistics submitted by Northeast Division and

CompStats for a 4 week period between June 27th 2020 through July 4th 2020.

During this 4 week period, Northeast Division answered 422 emergency calls for service, 1,671 medium high priority calls and 893 low priority calls. Citywide, the Los Angeles Police Department answered 7,038 emergency calls for service, 29,500 medium high priority calls and 24,173 low priority calls. The response times stated are adequate performance times for this police division.

Statistics:

The following are one month crime statistics for RD 1181 and five year crime statistics for Northeast Division (NOE) for the years 2016- 2020. Also included are Citywide crime statistics, broken down by month for this same time period:

Northeast Division Crime YTD and 5 year totals	**2020**	**2019**	**2018**	**2017**	**2016**	**Crime in RD 1181** 06-7-2020 / 07-4-2020
Violent Crime	425	862	933	985	978	4
Property Crime	2257	4701	5022	5162	5163	12
Homicide	5	5	8	5	10	0
Rape	20	53	71	77	88	0
Robbery	131	259	321	320	308	2
Aggravated Assault	269	545	533	583	572	2
Burglary	336	729	867	828	794	4
Motor Vehicle Theft	529	772	901	1095	1080	3
Burglary Theft from Vehicle	849	1732	1721	1830	1838	3
Personal / Other Theft	543	1468	1533	1409	1451	2
Child/Spousal Abuse	241	513	578	596	507	--

Additional Reporting Districts: (This section was left empty on purpose)

Northeast Division	**Crime in RD ----** 06-7-2020 / 07-4-2020
Violent Crime	--
Property Crime	--
Homicide	--
Rape	--
Robbery	--
Aggravated Assault	--
Burglary	--
Motor Vehicle Theft	--
Burglary Theft from Vehicle	--
Personal / Other Theft	--

6 Month NOE Crime 2020	*Violent Crime*	*Property Crime*	*Homicide*	*Rape*	*Robbery*	*Aggravated Assault*
JAN	59	367	1	5	17	36
FEB	63	340	1	2	18	42
MAR	57	278	1	1	17	38
APR	71	341	0	2	22	47
MAY	66	334	0	4	18	44
JUN	53	318	0	3	19	31

6 Month NOE Crime 2020	*Burglary*	*Motor Vehicle Theft*	*Burglary Theft from Vehicle*	*Personal/Other Theft*	*Simple Assault*
JAN	39	79	138	111	38
FEB	46	68	135	91	32
MAR	36	74	106	62	39
APR	56	82	122	81	35
MAY	55	78	121	80	32
JUN	52	92	119	55	36

12 Month NOE Crime 2019	Violent Crime	Property Crime	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal / Other Theft
JAN	78	441	1	4	23	50	79	111	134	117
FEB	60	334	0	3	23	34	48	58	125	103
MAR	58	351	0	4	11	43	64	62	128	97
APR	72	368	0	5	22	45	61	50	121	136
MAY	57	351	0	5	20	32	59	49	123	120
JUN	85	338	0	7	23	55	42	39	131	126
JUL	67	361	1	2	10	54	51	56	135	119
AUG	61	315	1	2	25	33	37	58	131	89
SEP	66	325	1	0	19	46	40	38	142	105
OCT	50	360	0	3	15	32	49	50	143	118
NOV	60	348	0	3	19	38	46	64	133	105
DEC	64	348	0	2	27	35	58	70	131	89

2020 City Wide Crime Statistics	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal Other Theft	Child / Spousal Abuse
JAN	1907	6525	25	70	674	1138	860	1259	2293	2113	1097
FEB	2050	6990	23	121	691	1215	988	1241	2365	2396	1140
MAR	1731	5938	13	73	563	1082	958	1407	1988	1585	1084
APR	1871	5934	20	67	515	1269	966	1640	2031	1297	1037
MAY	1948	5918	17	68	526	1337	973	1649	1893	1403	1086
JUN	2265	6063	21	78	625	1541	1346	1724	1773	1220	1046
JUL	-	-	-	-	-	-	-	-	-	-	-
AUG	-	-	-	-	-	-	-	-	-	-	-
SEP	-	-	-	-	-	-	-	-	-	-	-
OCT	-	-	-	-	-	-	-	-	-	-	-
NOV	-	-	-	-	-	-	-	-	-	-	-
DEC	-	-	-	-	-	-	-	-	-	-	-

2019 City Wide Crime Statistics	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal Other Theft	Child / Spousal Abuse
JAN	2001	7473	18	103	741	1139	1142	1315	2416	2600	1099
FEB	1937	7159	14	94	730	1099	1082	1210	2290	2577	1096
MAR	2116	6535	22	78	773	1243	918	1185	2159	2273	1149
APR	2207	7103	19	117	728	1343	1094	1139	2269	2601	1221
MAY	2126	7160	21	92	734	1279	1027	1152	2353	2628	1245
JUN	2231	6410	22	124	722	1363	882	1055	2181	2292	1219
JUL	2365	7071	23	124	711	1507	961	1132	2305	2673	1298
AUG	2214	7035	22	107	710	1375	960	1196	2309	2570	1359
SEP	2110	6278	21	88	710	1291	892	1080	2116	2190	1235
OCT	2183	6991	22	113	773	1275	929	1218	2370	2474	1212
NOV	2010	7134	13	101	711	1185	1032	1223	2426	2453	1151
DEC	2094	6952	16	79	758	1241	986	1308	2392	2266	1137

6 Month NOE Crime 2018	Violent Crime	Property Crime	Homicide	Rape	Robbery	Aggravated Assault
JAN	62	384	1	3	23	35
FEB	50	373	1	6	20	23
MAR	74	356	0	4	27	43
APR	67	421	0	6	22	39
MAY	78	391	1	3	25	49
JUN	66	331	0	7	25	34

6 Month NOE Crime 2018	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault
JUL	81	332	1	4	26	50
AUG	70	381	0	2	28	40
SEP	69	330	0	5	28	36
OCT	53	382	0	1	19	33
NOV	72	350	2	3	33	34
DEC	82	366	0	5	27	50

6 Month NOE Crime 2018	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal / Other Theft	Simple Assault
JAN	69	61	126	128	41
FEB	64	69	118	122	41
MAR	46	94	117	99	52
APR	78	79	140	124	44
MAY	59	86	142	104	36
JUN	54	55	131	91	58

6 Month NOE Crime 2018	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal / Other Theft	Simple Assault
JUL	60	51	113	108	51
AUG	52	66	141	122	46
SEP	56	45	121	108	38
OCT	67	68	130	117	39
NOV	57	62	112	119	42
DEC	78	67	120	101	36

There are no Planned improvements to the police protection facility in the service area of the project site at this time.

At this time, there are no special police protection requirements needed, because of the specific attributes of this project site.

The Cypress 2217 W. Sunset Project, individually or combined with other past, present or future projects, will not result in the need for new or altered police facilities.

This concludes the Cypress 2217 W. Sunset Project, Environmental Impact Report. If there are any further questions regarding this report, please email them to CPTED@lapd.online for the fastest response time.

Thank You,

Prepared by:

Officer James Nichols, CPD
Los Angeles Police Department
Community Outreach and Development Division
Crime Prevention Through Environmental Design Section
100 West 1st Street, RM 250
Los Angeles, CA. 90012
E-mail: CPTED@lapd.online
213-486-6000

NOE

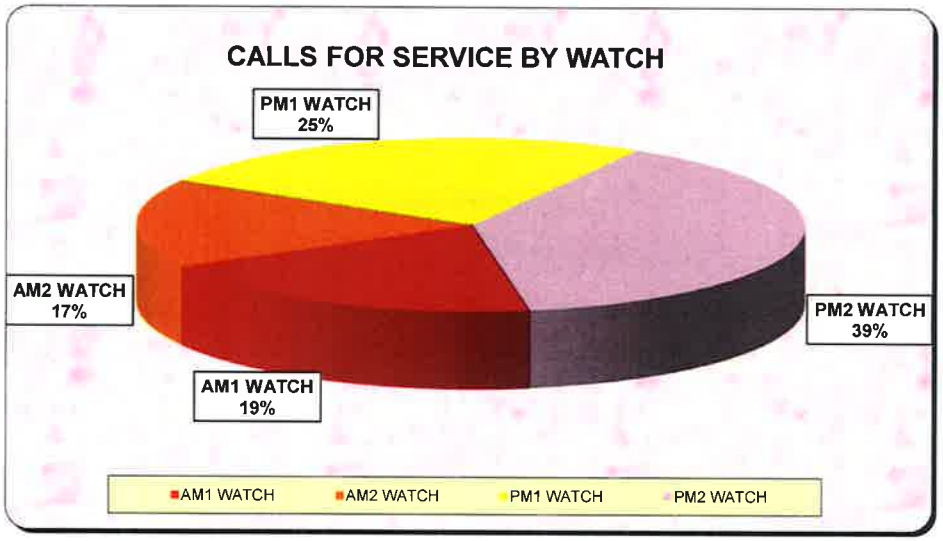
WEEKLY CALLS FOR SERVICE
BY AREA
REPORT COVERING THE WEEK OF 06/28/2020 THRU 07/04/2020

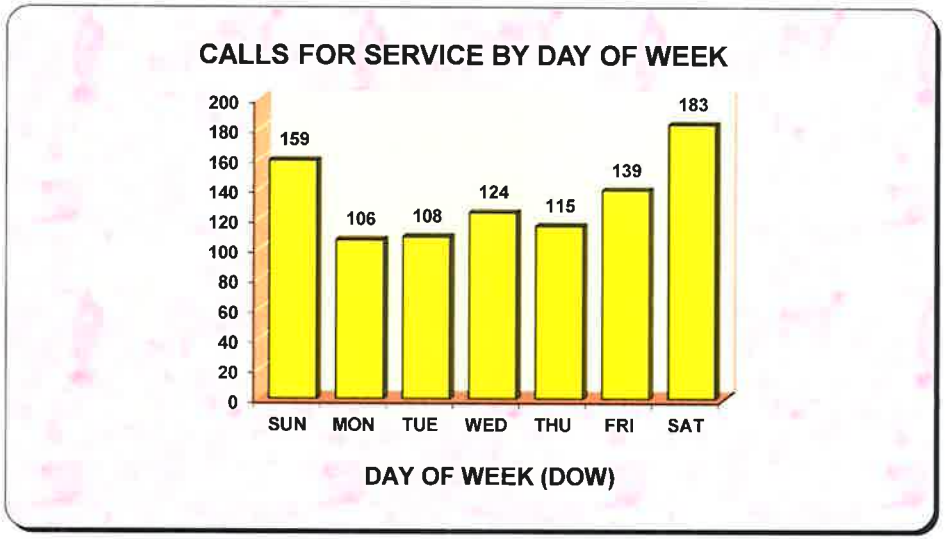
AREA_DESC **Northeast**

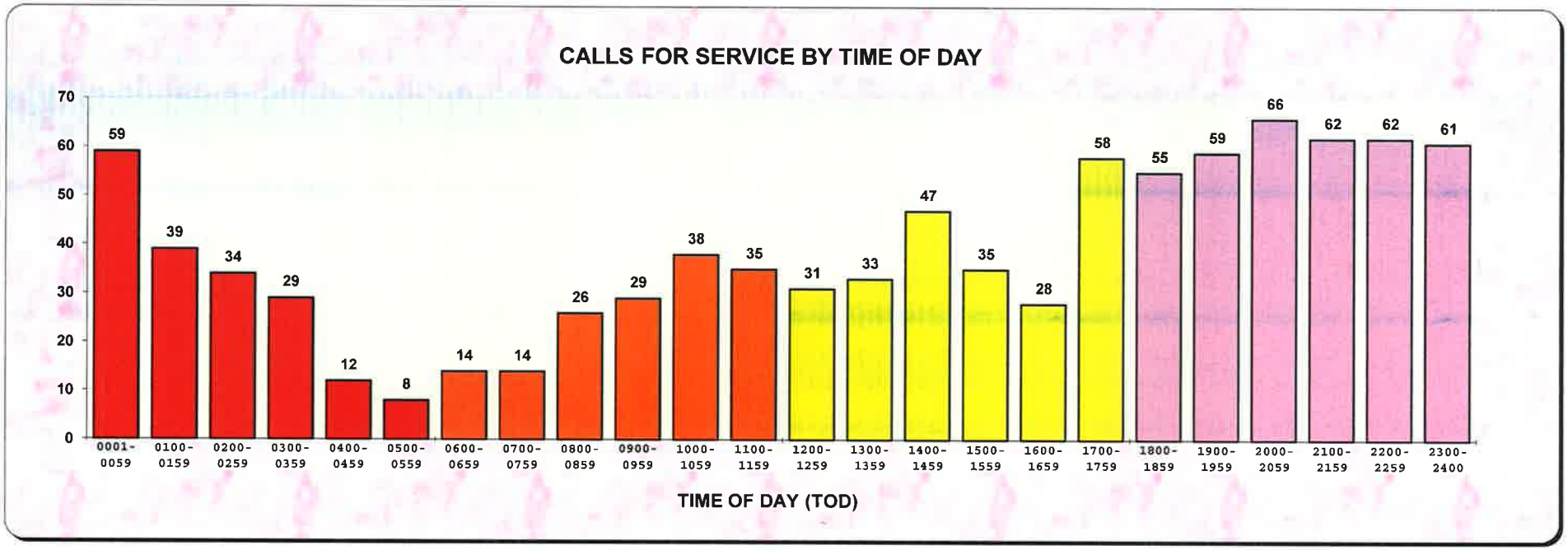
Watch	TIME OF DAY	SUN	MON	TUE	WED	THU	FRI	SAT	Grand Total
AM1 WATCH	0001-0059	12	4	8	5	5	8	17	59
	0100-0159	10	3	4	5	4	3	10	39
	0200-0259	7	4	2	3	6	5	7	34
	0300-0359	9	4	3	3	3	2	5	29
	0400-0459	1	2	3	2	1	0	3	12
	0500-0559	1	1	0	0	3	1	2	8
AM1 WATCH Total		**40**	**18**	**20**	**18**	**22**	**19**	**44**	**181**
AM2 WATCH	0600-0659	3	3	4	2	2	0	0	14
	0700-0759	4	5	1	0	3	0	1	14
	0800-0859	7	4	2	1	4	3	5	26
	0900-0959	5	2	1	7	4	5	5	29
	1000-1059	3	4	8	4	6	9	4	38
	1100-1159	7	2	5	4	5	6	6	35
AM2 WATCH Total		**29**	**20**	**21**	**18**	**24**	**23**	**21**	**156**
PM1 WATCH	1200-1259	12	3	3	6	4	2	1	31
	1300-1359	5	6	3	6	4	7	2	33
	1400-1459	4	9	9	10	3	8	4	47
	1500-1559	5	3	3	3	7	8	6	35
	1600-1659	3	3	3	3	6	4	6	28
	1700-1759	4	8	7	10	4	12	13	58
PM1 WATCH Total		**33**	**32**	**28**	**38**	**28**	**41**	**32**	**232**
PM2 WATCH	1800-1859	7	7	9	4	7	9	12	55
	1900-1959	10	6	6	13	4	6	14	59
	2000-2059	9	4	1	7	8	15	22	66
	2100-2159	8	9	11	3	9	7	15	62
	2200-2259	12	3	6	15	4	7	15	62
	2300-2400	11	7	6	8	9	12	8	61
PM2 WATCH Total		**57**	**36**	**39**	**50**	**41**	**56**	**86**	**365**
Grand Total		**159**	**106**	**108**	**124**	**115**	**139**	**183**	**934**

Prepared By:
ADSD, LAPD

WEEKLY CALLS FOR SERVICE







LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities Services Division

DATE: September 15, 2020

TO: Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

FROM: Vincent Maffei, Interim Director
School Management Services/Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: ***CYPRESS 2217 W SUNSET PROJECT,*** *2217-2235 West Sunset Boulevard, 2216-2218 Elsinore Street, and 1121 Mohawk Street, Los Angeles, CA 90026. The project is planned to construct 176 residential units, (66 1-bedroom, 13 2-bedroom, 20 Co-living, 10 Jr. 1-bedroom, 5 Live/work, and 62 Studio).*

Included please find a ***LAUSD Schools Enrollments and Capacities Report*** for the schools and programs serving the project address. At this time of reporting is done based on individual project address, without reporting on the combined impacts of other project addresses served by the same schools. This report contains the most recent data available on operating capacities and enrollments and is designed to address any questions pertaining to overcrowding and factors related to school capacity. All schools operate on single track calendar.

Please note that no new school construction is planned and the data in this report *already take into account*: portable classrooms on site, additions being built onto existing schools, student permits and transfers, programs serving choice areas, and any other operational activities or educational programming affecting the operating capacities and enrollments among LAUSD schools.

Additional information on LAUSD's Capital Improvement programs can be found on the Facilities Services Division main webpage at http://www.laschools.org/new-site/. Listings of residential schools and other programs serving the project can be found using LAUSD's Residential School Finder at http://rsi.lausd.net/ResidentSchoolIdentifier/.

The Developer Fee Justification Study with student generation rates can be found online at https://achieve.lausd.net/domain/921.

MASTER PLANNING AND DEMOGRAPHICS RESPONSE TO SPECIFIC QUESTIONS

Questions: 1-2 Please see LAUSD Schools Enrollments and Capacities Report details;

Question: 3 Please contact the LAUSD Developer Fee Program Office (DFPO) at (213) 241-0715 if more information regarding fees and student generation rates is needed.

ATTACHMENTS

1. LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORT
2. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Boundary descriptions for existing schools identified as serving the proposed project

Sincerely,

Vince Maffei, Interim Director

PROJECT SERVED: CYPRESS 2217 W SUNSET PROJECT, 2217-2235 West Sunset Boulevard, 2216-2218 Elsinore Street, and 1121 Mohawk Street, Los Angeles, CA 90026. The project is planned to construct 176 residential units, (66 1-bedroom, 13 2-bedroom, 20 Co-living, 10 Jr. 1-bedroom, 5 Live/work, and 62 Studio).

SCHOOL YEAR: 2017-2018

1	2	3	4	5	6	7	8	9	10
Cost Center Code	School Name	Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now**?	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future**?
1520501	Mayberry St El	353	220	283	133	**No**	195	158	**No**
1820801	King MS Mag Flm/Mdia	2140	2197	2455	(57)	**Yes**	2160	(20)	**Yes**
1875001	Marshall SH	2677	2143	2403	534	**No**	2263	414	**No**

Schools Planned to Relieve Known Overcrowding

NONE

see next page

NOTES:

[1] School's ID code.

[2] School's name

[3] School's operating capacity. The maximum number of students the school can serve with the school's classroom utilization. Excludes capacity allocated to charter co-locations. Includes capacity for magnet programs.

[4] The total number of students living in the school's attendance area and who are eligible to attend the school at the start of the reported school year, plus students enrolled at any on-site magnet centers.

[5] The number of students actually attending the school at the start of the reported school year, including magnet students.

[6] Reported school year seating overage or (shortage): equal to (capacity) - (resident enrollment).

[7] Reported school year overcrowding status of school. The school is overcrowded if any of these conditions exist:
-There is a seating shortage.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats.

[8] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school as of the start of the school year. Includes magnet students.

[9] Projected seating overage or (shortage): equal to (capacity) - (projected enrollment).

[10] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
-There is a seating shortage in the future.
-There is a seating overage of LESS THAN or EQUAL TO a margin of 20 seats in the future.

° Magnet Schools with Resident Kindergarten Enrollment: Resident enrollment is reported for Kindergarten only. Actual enrollment is reported for all grades in school. Projected data not reported.

* Enrollment is by application only.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 5205 **COST CENTER:** 1520501

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR MAYBERRY STREET SCHOOL EFFECTIVE JULY 1, 1985 (CLARIFIED 7-1-1993) (UPDATED 7-1-1994; 7-1-2008).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 1985 (clarified 7-1-1993; updated 7-1-1994). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 6)

SILVER LAKE BOULEVARD FROM FANNING STREET (BOTH SIDES EXCLUDED) * DUANE STREET (BOTH SIDES EXCLUDED) TO THE EXTENSION OF APEX AVENUE * APEX AVENUE AND EXTENSIONS (BOTH SIDES EXCLUDED) TO EFFIE STREET EXTENSION AT CORONADO STREET * EFFIE STREET AND EXTENSION * GLENDALE BOULEVARD * ALVARADO STREET * SUNSET BOULEVARD TO AND EXCLUDING 2807 SUNSET BOULEVARD * ANGELUS AVENUE (BOTH SIDES) AND EXTENSIONS, INCLUDING 2810 RESERVOIR STREET * SILVERWOOD TERRACE (BOTH SIDES) * EFFIE STREET * FANNING STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT

Facilities **S**ervices **D**ivision

LOC. CODE: 8208 **COST CENTER:** 1820801

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR THOMAS STARR KING MIDDLE SCHOOL FILM & MEDIA STUDIES MAGNET EFFECTIVE JULY 1, 2011 (UPDATE 7-1-2012; 7-1-2014) (NAME CHANGE 7-1-2013) (CLARIFIED 12-5-2018).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 2011 (update 7-1-2012, 7-1-2014; name change 7-1-2013). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES RIVER * SILVER LAKE BOULEVARD EXTENDED SOUTHERLY, THEN SOUTHWESTERLY, EAST OF WAVERLY DRIVE AND LOCKSLEY PLACE * SILVER LAKE BOULEVARD AND EXTENSION * SILVER RIDGE AVENUE * GLENDALE BOULEVARD * SILVER LAKE BOULEVARD * FANNING STREET * EFFIE STREET * SILVERWOOD TERRACE (BOTH SIDES EXCLUDED) * ANGELUS AVENUE AND EXTENSIONS (BOTH SIDES EXCLUDED), THROUGH AND EXCLUDING 2810 RESERVOIR STREET, TO AND INCLUDING 2807 SUNSET BOULEVARD * SUNSET BOULEVARD * RAMPART BOULEVARD * MARATHON STREET * MICHELTORENA STREET * BELLEVUE AVENUE * SILVER LAKE BOULEVARD * TEMPLE STREET * BEVERLY BOULEVARD * VERMONT AVENUE * MONROE STREET * HOOVER STREET * ADRIAN STREET AND EXTENSION * LUCILE AVENUE (BOTH SIDES) * DEL MAR AVENUE AND EXTENSION * SANBORN AVENUE * SUNSET BOULEVARD * MANZANITA STREET AND EXTENSION * FOUNTAIN AVENUE * TALMADGE STREET * PROSPECT AVENUE * HILLHURST AVENUE * MELBOURNE AVENUE * RODNEY DRIVE * FRANKLIN AVENUE * RODNEY DRIVE * FINLEY AVENUE * RODNEY DRIVE * AMBROSE AVENUE * RODNEY DRIVE AND EXTENSION TO THE INTERSECTION OF GAINSBOROUGH AVENUE AND HILLHURST AVENUE * HILLHURST AVENUE (BOTH SIDES EXCLUDED) * VERMONT AVENUE (BOTH SIDES EXCLUDED) TO GRIFFITH PARK BOUNDARY * A LINE NORTHERLY FROM GRIFFITH PARK BOUNDARY AT VERMONT AVENUE TO RIVERSIDE DRIVE AT ZOO DRIVE * RIVERSIDE DRIVE.

(GRADES 7 - 8)

AREA I

SOUTH BOUNDARY OF GRIFFITH PARK * VERMONT AVENUE (BOTH SIDES) * HILLHURST AVENUE (BOTH SIDES) TO THE INTERSECTION OF HILLHURST AVENUE AND GAINSBOROUGH AVENUE * RODNEY DRIVE AND EXTENSION FROM THE INTERSECTION OF GAINSBOROUGH AVENUE AND HILLHURST AVENUE * AMBROSE AVENUE * RODNEY DRIVE * FINLEY AVENUE * RODNEY DRIVE * FRANKLIN AVENUE * RODNEY DRIVE * MELBOURNE AVENUE * HILLHURST AVENUE * PROSPECT AVENUE * TALMADGE STREET * FOUNTAIN AVENUE * MANZANITA STREET AND EXTENSION * SUNSET BOULEVARD * SANBORN AVENUE * DEL MAR AVENUE * HYPERION AVENUE (BOTH SIDES) * ADRIAN STREET * HOOVER STREET * MONROE STREET * VERMONT AVENUE * MONROE STREET* EDGEMONT STREET * SUNSET BOULEVARD * NORMANDIE AVENUE * HOLLYWOOD BOULEVARD * KINGSLEY DRIVE AND EXTENSION * DE MILLE DRIVE (BOTH SIDES) * LOS FELIZ BOULEVARD (BOTH SIDES) TO LAUGHLIN PARK DRIVE * LOS FELIZ BOULEVARD * FERN DELL DRIVE (BOTH SIDES EXCLUDED).

(OVER)

AREA II

SILVER LAKE BOULEVARD * TEVIOT STREET TO BRIER AVENUE * TEVIOT STREET (BOTH SIDES EXCLUDED) * BANCROFT AVENUE TO HIDALGO AVENUE * BANCROFT AVENUE (BOTH SIDES) * EARL STREET AND EXTENSION (BOTH SIDES) * GLENDALE FREEWAY * OAK GLEN PLACE * ALLESANDRO AVENUE * OAK GLEN PLACE AND EXTENSION (BOTH SIDES EXCLUDED) * LAKESHORE AVENUE (BOTH SIDES) TO THE SOUTH INTERSECTION OF LAKESHORE AVENUE AND RAVINE ROAD * RAVINE ROAD (BOTH SIDES EXCLUDED) * FELLOWSHIP PARK WAY AND EXTENSION (BOTH SIDES) * LANDA STREET AND EXTENSION (BOTH SIDES) INCLUDING ALL OF TWIN OAK STREET * GOLDEN STATE FREEWAY * ELYSIAN PARK (WEST BOUNDARY) * EFFIE STREET EXTENSION EXCLUDING 1698 AND 1699 SARGENT PLACE * MORTON AVENUE (BOTH SIDES) * ECHO PARK AVENUE (BOTH SIDES) * LUCRETIA AVENUE AND EXTENSION WESTERLY EXCLUDING 1698 AND 1699 LUCRETIA AVENUE, 1698 AND 1699 LEMOYNE STREET AND 1872 EFFIE STREET * EFFIE STREET * ALVARADO STREET * SUNSET BOULEVARD TO AND EXCLUDING 2807 SUNSET BOULEVARD * ANGELUS AVENUE (BOTH SIDES) AND EXTENSIONS, INCLUDING 2810 RESERVOIR STREET * SILVERWOOD TERRACE (BOTH SIDES) * EFFIE STREET * FANNING STREET * SILVER LAKE BOULEVARD TO GLENDALE BOULEVARD * GLENDALE BOULEVARD.

OPTIONAL: KING MIDDLE SCHOOL FILM & MEDIA STUDIES MAGNET AND CAMINO NUEVO CHARTER ACADEMY No. 4 SPAN SCHOOL

(GRADES 7 – 8)

SUNSET BOULEVARD * PARK AVENUE * GLENDALE BOULEVARD * MONTROSE STREET * ALVARADO STREET.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities **S**ervices **D**ivision

LOC. CODE: 8750 **COST CENTER:** 1875001

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR JOHN MARSHALL HIGH SCHOOL EFFECTIVE JULY 1, 2011 (UPDATED 7-1-2012).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on July 1, 2011. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 9 - 12)

LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * GLENDALE BOULEVARD * LOS ANGELES RIVER * SILVER LAKE BOULEVARD EXTENDED SOUTHERLY, THEN SOUTHWESTERLY, EAST OF WAVERLY DRIVE AND LOCKSLEY PLACE * SILVER LAKE BOULEVARD AND EXTENSION * SILVER RIDGE AVENUE * GLENDALE BOULEVARD * SILVER LAKE BOULEVARD * TEVIOT STREET TO BRIER AVENUE * TEVIOT STREET (BOTH SIDES EXCLUDED) * BANCROFT AVENUE TO HIDALGO AVENUE * BANCROFT AVENUE (BOTH SIDES) * EARL STREET AND EXTENSION (BOTH SIDES) * GLENDALE FREEWAY * OAK GLEN PLACE * ALLESANDRO AVENUE * OAK GLEN PLACE (BOTH SIDES EXCLUDED) * ALVARADO STREET AND EXTENSION * SUNSET BOULEVARD * RAMPART BOULEVARD * MARATHON STREET * MICHELTORENA STREET * BELLEVUE AVENUE * SILVER LAKE BOULEVARD * TEMPLE STREET * BEVERLY BOULEVARD * VERMONT AVENUE * FOUNTAIN AVENUE * EDGEMONT STREET * SUNSET BOULEVARD * NORMANDIE AVENUE * HOLLYWOOD BOULEVARD * KINGSLEY DRIVE AND EXTENSION * DE MILLE DRIVE (BOTH SIDES) * LOS FELIZ BOULEVARD (BOTH SIDES) TO LAUGHLIN PARK DRIVE * LOS FELIZ BOULEVARD * FERN DELL DRIVE (BOTH SIDES EXCLUDED) * GRIFFITH PARK BOUNDARY TO VERMONT AVENUE * A LINE NORTHERLY FROM GRIFFITH PARK BOUNDARY AT VERMONT AVENUE TO RIVERSIDE DRIVE AT ZOO DRIVE * RIVERSIDE DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 241-8044.

APPROVED: MARK HOVATTER, Interim Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Transportation Branch
Master Planning and Demographics
Office of Environmental Health and Safety
Department of Transportation, City of L. A.

DEPARTMENT OF RECREATION AND PARKS

BOARD OF COMMISSIONERS

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VICKI ISRAEL
ASSISTANT GENERAL MANAGER

SOPHIA PIÑA-CORTEZ
ASSISTANT GENERAL MANAGER

CATHIE SANTO DOMINGO
ASSISTANT GENERAL MANAGER

(213) 202-2633 FAX (213) 202-2614

May 14, 2020

Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

REQUEST FOR INFORMATION REGARDING RECREATIONAL AND PARK SERVICES FOR THE CYPRESS 2217 WEST SUNSET PROJECT IN THE CITY OF LOS ANGELES

Dear Ms. Cruz:

The following has been prepared in response to your request for Recreation and Parks information relative to the proposed Cypress 2217 West Sunset Project. This project proposes the development of a residential project with 176 residential dwelling units on a site generally located at 2217-2235 West Sunset Boulevard, 2216-2218 Elsinore Street, and 1121 Mohawk Street in the Silver Lake- Echo Park- Elysian Valley Community Plan Area of the City of Los Angeles.

1. Which parks and recreational facilities would serve the proposed project?

The following Department of Recreation and Parks facilities are classified as neighborhood parks and are located within a two-mile radius of the project site:

- East Hollywood Community Garden, located at 1171-1177 N. Madison Avenue.
- Everett Park, located at 100 N. Everett Street.
- Cahuenga Elementary Community School Park, located at 220 S. Hobart Boulevard.
- Francis Avenue Community Garden, located at 2909 W. Francis Avenue.
- Hope and Peace Park, located at 843 Bonnie Brae Street.
- Larissa Parkway, located at 3305 W. Larissa Drive.
- Laurel and Hardy Park, located at 3022 W. Del Monte Drive.
- Patton Street Pocket Park, located at 303-305 and 317-327 N. Patton Street.
- Rockwood Community Park, located at 1571 W. Rockwood Street.
- Unidad Park, located at 1644-1648 W. Beverly Boulevard.
- Valencia Triangle, located at 1425 W. 8th Street.

The following Department of Recreation and Parks facilities are classified as community parks and are located within a five-mile radius of the project site:

- Alpine Recreation Center, located at 817 Yale Street.
- Bellevue Recreation Center, located at 826 Lucille Avenue.
- Boyle Heights Sports Center, located at 933 S. Mott Street.
- Carlin G. Smith Recreation Center, located at 511 W. Avenue 46.
- Central Recreation Center, located at 1357 E. 22nd Street.
- Chevy Chase Park, located at 4165 E. Chevy Chase Drive.
- Cypress Recreation Center, located at 2630 N. Pepper Avenue.
- Denker Recreation Center, located at 1550 W. 35th Place.
- Downey Recreation Center, located at 1775 N. Spring Street.
- Echo Park, located at 751 Echo Park Boulevard.
- El Sereno Recreation Center and Senior Citizen Center, located at 4721 N. Klamath and 4818 E. Klamath.
- Eleanor Green Roberts Aquatic Center, located at 4526 W. Pico Boulevard.
- Elysian Valley Recreation Center, located at 1811 W. Ripple Street.
- Evergreen Recreation Center, located at 2839 E. 4th Street.
- Expo Center, located at 3980 S. Bill Robertson Lane.
- Gilbert W. Lindsay Community Center, located at 429 E. 42nd Place.
- Glassell Park, located at 3650 N. Verdugo Road.
- Hermon Park, located at 5566 E. Via Marisol.
- Highland Park Recreation Center, located at 6150 E. Piedmont Avenue.
- Hollenbeck Park, located at 415 S. St. Louis Street.
- Hollywood Recreation Center, located at 1122 Cole Avenue.
- Hoover Recreation Center, located at 1010 W. 25th Street.
- Lafayette Park, located at 625 S. Lafayette Park Place.
- Lake Street Community Center, located at 227 N. Lake Street.
- Las Palmas Senior Citizen Center, located at 1820 N. Las Palmas Avenue.
- Lemon Grove Recreation Center, located at 4959 Lemon Grove Avenue.
- Lincoln Heights Recreation Center, located at 23030 N. Workman Street.
- Lincoln Park, located at 3501 E. Valley Boulevard.
- Loren Miller Recreation Center, located at 2717 S. Halldale Avenue.
- Lou Costello Jr. Recreation Center, located at 3141 E. Olympic Boulevard.
- Macarthur (Gen Douglas) Park, located at 2230 W. 6th Street.
- Martin Luther King Jr. Park, located at 3934 S. Western Avenue.
- Montecito Heights Recreation Center, located at 4545 N. Homer Street.
- MSGR Ramon D. Garcia Recreation Center, located at 1016 S. Fresno Street.
- Normandie Recreation Center, located at 1550 S. Normandie Avenue.
- Pan Pacific Park, located at 7600 Beverly Boulevard.
- Pecan Recreation Center, located at 127 S. Pecan Street.
- Pershing Square, located at 525 S. Olive Street.
- Poinsettia Recreation Center, located at 7341 Willoughby Avenue.
- Queen Anne Recreation Center, located at 1240 South West Boulevard.
- Ramona Hall Community Center, located at 4580 N. Figueroa Street.
- Rose Hill Recreation Center, located at 4530 N. Mercury Avenue.

- Ross Snyder Recreation Center, located at 1501 W. 41st Street.
- Seoul International Park, located at 3520 San Marino Street.
- Shatto Recreation Center, located at 3191 W. 4th Street.
- Silverlake Recreation Center and Dog Park, located at 1850 W. Silverlake Boulevard.
- Silver Lake Recreation Center, located at 1850 N. Silver Lake Drive.
- South Seas House Park, located at 2301 W. 24th Street.
- State Street Recreation Center, located at 716 N. State Street.
- Sycamore Grove Park, located at 4702 N. Figueroa Street.
- Toberman Recreation Center, located at 1725 S. Toberman Street.
- Tommy Lasorda's Field of Dreams, located at 1901 Waterloo Street.
- Trinity Recreation Center, located at 2415 Trinity Street.
- Wabash Recreation Center, located at 2765 E. Wabash Avenue.
- Yosemite Recreation Center, located at 1840 W. Yosemite Drive.
- Yucca Community Center, located at 6671 W. Yucca Street.

The following Department of Recreation and Parks facilities are classified as regional parks and are located within a ten-mile radius of the project site:

- Ascot Hills Park, located at 4371 Multnomah Street.
- Campo de Cahuenga, located at 3919 Lankershim Boulevard.
- Charles F. Lummis Home, located at 200 E. Avenue 43.
- Coldwater Canyon Park, located at 12601 Mulholland Drive.
- Eagle Rock Hillside Park, located at 2747 Valle Vista Drive.
- Elysian Park, located at 929 Academy Road.
- Ernest E. Debs Regional Park, located at 4235 Monterey Road.
- Exposition Park Rose Garden, located at 701 State Drive.
- Griffith Park, located at 4730 Crystal Springs Drive.
- Heritage Square, located at 3800 Homer Street.
- Holmby Park, located at 601 Club View Drive.
- Laurel Canyon Mulholland Park, located at 8100 W. Mulholland Drive.
- Runyon Canyon Park, located at 2000 N. Fuller Avenue.
- Wattles Garden Park, located at 1824 N. Curson Avenue.

For additional information regarding facilities and features available in these parks visit our website: www.laparks.org.

2. Does the City have any plans to develop new parks or recreational facilities or expand existing parks or recreational facilities within a two-mile radius of the project site?

No.

3. What is the area's existing parkland acres-to-population ratio and what is the desired acres-to-population ratio?

The City of Los Angeles overall has a ratio of 0.84 acres of neighborhood or community parkland per 1,000 residents. The City's General Plan, sets a goal of a parkland acres-to population ratio of 10 acres of parkland per 1,000 residents.

Thank you for the opportunity to provide information relative to the proposed project's impact on recreation and park services. Most subdivision projects that contain more than fifty residential dwelling units are required to meet with the Department of Recreation and Parks prior to filing in order to discuss any potential dedication requirements. If you have any questions or comments regarding this information please contact the RAP Park Staff at (213) 202-2682 or rap.parkfees@lacity.org.

Sincerely,

CATHIE M. SANTO DOMINGO
Acting Assistant General Manager

DARRYL FORD
Acting Superintendent
Planning, Maintenance, and Construction Branch

CSD/DF:cy

cc: Reading File

2217 W. Sunset Project
Request for Information
Los Angeles Public Library Response
July 15,2020

This Project would be served by the following branches:

Chinatown Branch Library
639 N. Hill St
Los Angeles, 90012

Cahuenga Branch Library
4591 Santa Monica Blvd
Los Angeles, 90029

Echo Park Branch Library
1410 W. Temple Av
Los Angeles, 20026

Edendale Branch Library
2011 W. Sunset Blvd
Los Angeles 90026

Felipe de Neve Branch Library
2820 W Sixth St
Los Angeles, 90057

Los Feliz Branch Library
1874 Hillhurst Av
Los Angeles ,90027

Pico Union Branch Library
1030 S. Alvarado Av
Los Angeles, 90006

Silverlake Branch Library
2411 Glendale Bl
Los Angeles, 90039

Detailed information regarding each branch is attached.

There are no current plans to build new libraries that would serve this project area.

On February 8, 2007, The Board of Library Commissioners approved a new Branch Facilities Plan. This Plan includes criteria for new Libraries, which recommends new size standards for the provision of LAPL facilities — 12,500 Square feet for community with less than 45,000 population and 14,500 square feet for community with more than 45,000 population and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.

Location Name and Address
Chinatown
639 N. Hill St
Los Angeles, 90012

Size of facility in Square feet
14,500
Collection size
80,800
Annual Circulation
92,214
Staffing level
11.0 FTE
Volunteers
59
Service Population
10,804

The City of Los Angeles makes no predictions on future population statistics

Due to its specialized collection and location in historic downtown Chinatown, the service area population is considered to be greater than the residential population. The branch has a community room that is used by the community for public programs. This library has a substantial Chinese collection of books , magazines, newspapers and CDs, including a Chinese Heritage Collection. They have materials in English and Spanish.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Cahuenga Branch Library
4591 Santa Monica Blvd
Los Angeles, 90029

Size of facility in Square feet
10,942
Collection size
35,484
Annual Circulation
56.596
Staffing level
9.0 FTE
Volunteers
52
Service Population
48,435
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has extensive Russian and Ukrainian collections as well as materials in English and Spanish. They also have a Literacy Center available to the public.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Echo Park
1410 W Temple St
Los Angeles 90026

Size of facility in Square feet
17,543
Collection size
42,302
Annual Circulation
57,172
Staffing level
8.5
Volunteers
52
Service Population
52,661

The City of Los Angeles makes no predictions on future population statistics
The branch has a community room that is used by the community for public programs. This library has an extensive Filipino Heritage Collection , with books for adults and children in English and Tagalog as well as materials in English and Spanish

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Edendale Branch Library
2011 W. Sunset Blvd
Los Angeles 90026

Size of facility in Square feet
12,500
Collection size
47,416
Annual Circulation
78,884
Staffing level
9.0
Volunteers
60
Service Population
23,190

The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a small local history collection as well as materials in English and Spanish

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Felipe De Neve
2820 W. Sixth St
Los Angeles, 90057

Size of facility in Square feet
9,723
Collection size
39,910
Annual Circulation
56,810
Staffing level
9.0 FTE
Volunteers
25
Service Population
88,851

The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a small Korean collection as well as materials in English and Spanish.
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a small local history collection as well as materials in English and Spanish

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and address
Los Feliz Branch Library
1874 Hillhurst Av
Los Angeles ,90027

Size of facility in Square feet
10,449
Collection size
49,535
Annual Circulation
131,101
Staffing level
10FTE
Volunteers
45
Service Population
44,639
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has small collections in Armenian, Korean and French, as well as materials in English and Spanish. They also have a "Los Feliz in Literature" collection. They are also home to the Leonardo DiCaprio Computer Center

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Pico Union Branch Library
1030 S. Alvarado Av
Los Angeles, 90006

Size of facility in Square feet
12,500
Collection size
50,693
Annual Circulation
65,926
Staffing level
9.0
Volunteers
25
Service Population
34,339
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has a small Korean collection as well as materials in English and Spanish

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

Location Name and Address
Silverlake Branch Library
2411 Glendale Bl
Los Angeles, 90039

Size of facility in Square feet
13,670
Collection size
63,054
Annual Circulation
39,895
Staffing level
9.5 FTE
Volunteers
64
Service Population
22,916
The City of Los Angeles makes no predictions on future population statistics

The branch has a community room that is used by the community for public programs. This library has materials in English and Spanish. They also have a Silverlake history collection, a modern architects collection and an LGBT history collection.

All libraries provide free access to computer workstations which are connected to the Library's information network. In addition to providing Internet access, these workstations enable the public to search LAPL's many electronic resources including the online catalog, subscription databases, word processing, language learning, literacy and a large historic document and photograph collection.

All libraries have:
Free Public Wi-Fi
Wireless & Mobile Printing
Reserve a Public Computer

LINSCOTT
LAW &
GREENSPAN
engineers

TRANSPORTATION ASSESSMENT REPORT
2217-2235 SUNSET BOULEVARD
RESIDENTIAL PROJECT

City of Los Angeles, California
July 13, 2020

Prepared for:

Cypress Equity Investments
12121 Wilshire Boulevard, Suite 801
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LLG Ref. 5-19-0486-1

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TRANSPORTATION ASSESSMENT REPORT

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

City of Los Angeles, California
July 13, 2020

1.0 INTRODUCTION

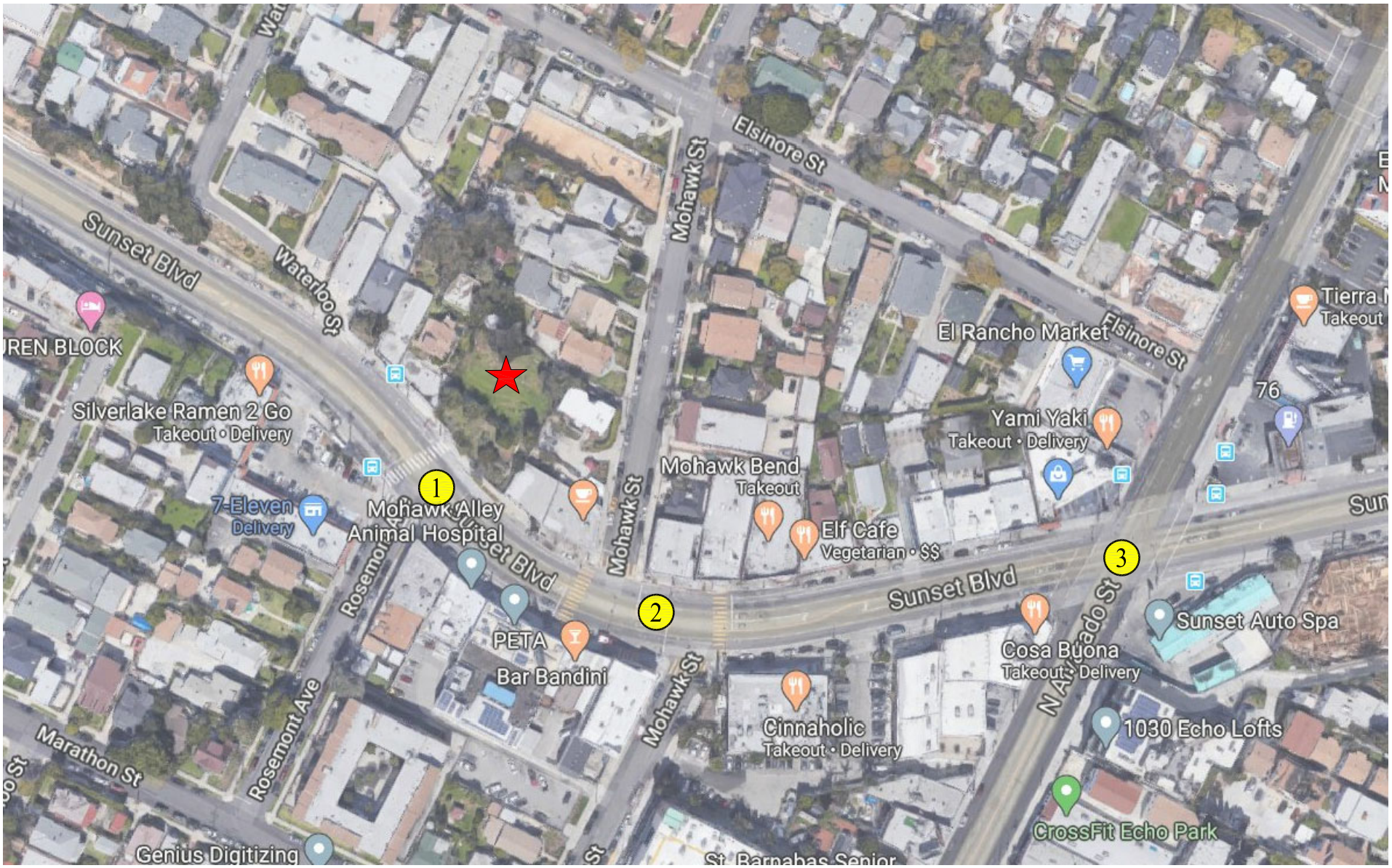
1.1 Transportation Assessment Overview

This transportation assessment report has been conducted to identify and evaluate the potential transportation impacts of the proposed residential project (the "Project") at 2217-2235 Sunset Boulevard and 2216-2218 Elsinore Street (the "Project Site") on the surrounding street system. The Project Site is located in the Silver Lake-Echo Park-Elysian Valley Community Plan area of the City of Los Angeles, California. The Project Site is generally bounded by Elsinore Street to the north, Sunset Boulevard to the south, Mohawk Street to the east, and existing multi-family residential developments to the west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles (the "City") transportation assessment guidelines[1] (TAG). The City's TAG are focused on transportation metrics that promote the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City's TAG identify vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City's TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of Project-related VMT, (ii) a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) a non-CEQA evaluation of Project access, safety and circulation, (v) a non-CEQA review of Project construction activities, and (vi) improvement measures, if deemed necessary.

[1] *Transportation Assessment Guidelines,* City of Los Angeles Department of Transportation, July 2019.



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MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on June 25, 2020. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 2217-2235 Sunset Boulevard and 2216-2218 Elsinore Street in the Silver Lake-Echo Park-Elysian Valley Community Plan Area of the City of Los Angeles. The Project Site is generally bounded by Elsinore Street to the north, Sunset Boulevard to the south, Mohawk Street to the east, and existing multi-family residential developments to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is currently served by many local and regional/commuter public transit lines via stops located within convenient walking distance along Sunset Boulevard. The bus lines include: Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704.

2.2 Existing Project Site

The Project Site comprises of approximately 1.14 acres and is currently occupied by a single-family home and 2,988 square feet of commercial floor area that were active for at least six months within the two years prior to preparation and approval of the transportation assessment MOU. Vehicular access to the Project Site is currently provided via one driveway located along the west side of Mohawk Street at the easterly end of the Project Site and one driveway located along the south side of Elsinore Street at the northerly end of the Project Site. The Project Site is highlighted in an aerial photograph presented in ***Figure 2-1***.

2.3 Project Description

As currently proposed, the Project consists of the removal of the existing uses and developing 158 residential apartment dwelling units and 18 affordable family housing dwelling units. The Project proposes to provide 203 parking spaces within an on-site parking garage. Construction and occupancy of the Project is planned to be completed by the year 2022. The site plan for the Project is illustrated in ***Figure 2–2***.

2.4 Vehicular Project Site Access

Proposed vehicular access to the Project Site will be provided via one driveway located along the west side of Mohawk Street at the easterly end of the Project Site. The Project driveway will provide access to the Project's on-site parking garage. The Project driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE

FIGURE 2-1
PROJECT SITE AERIAL

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2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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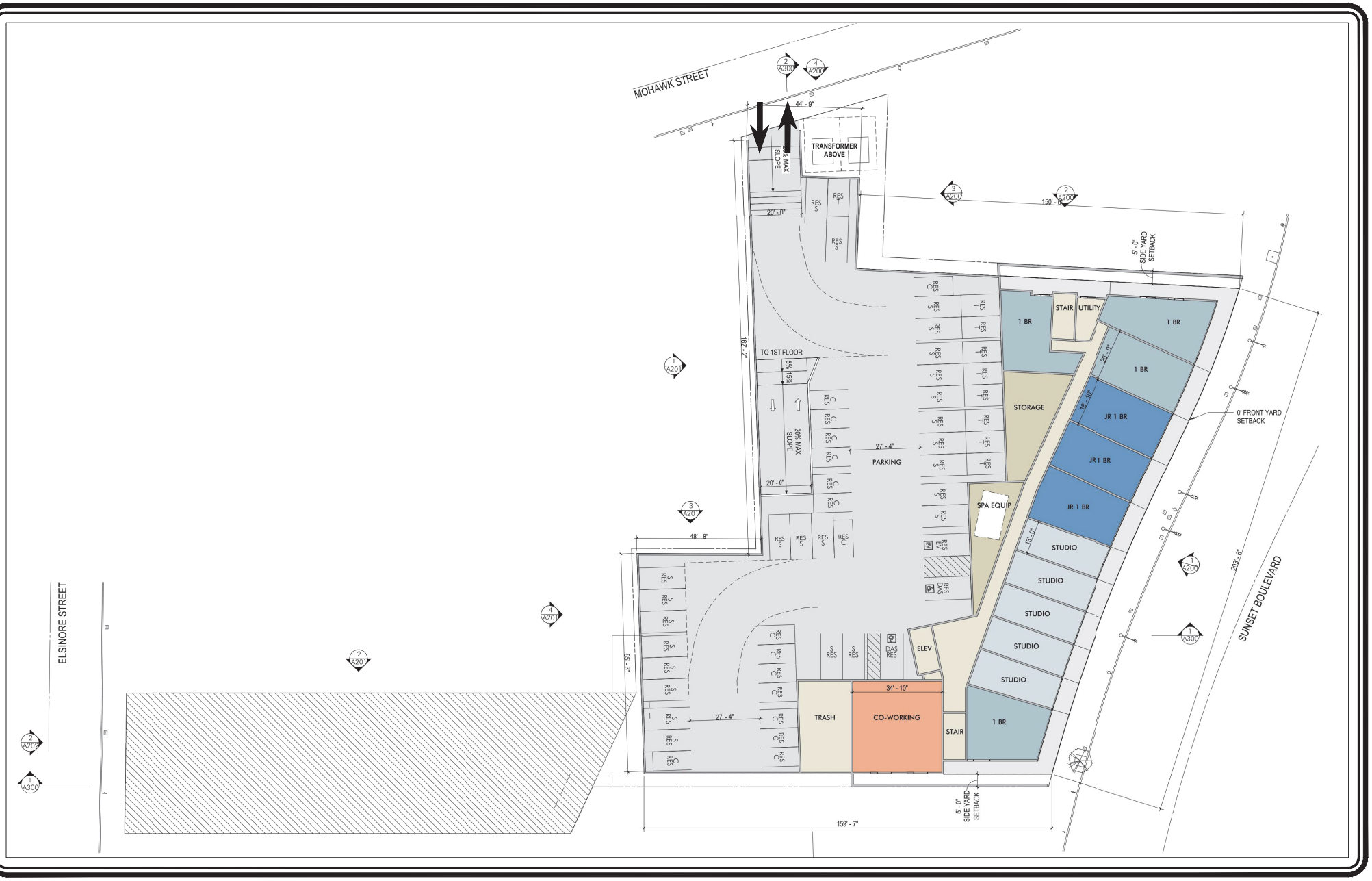

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MAP SOURCE: OTTINGER ARCHITECTS

FIGURE 2-2
PROJECT SITE PLAN

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2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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2.5 Project Parking

The Project proposes to provide a total of 203 parking spaces within the on-site parking garage.

2.6 Project Loading

Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the proposed driveway located along the west side of Mohawk Street, (i.e., along the Project Site's easterly frontage). The proposed driveway will lead into the Project's parking garage and loading areas. Therefore, all loading activities will occur off-street and internally to the Project Site.

2.7 Project Traffic Generation and Distribution

2.7.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[2] and the affordable housing trip rates published in Table 3.3-2 of the TAG. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project land use components:

- Apartments: ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project.

- Affordable Family Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project.

In addition to the trip generation forecasts for the proposed Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land uses. The existing land uses to be removed include one single-family home and 2,988 square feet of commercial floor area. ITE Land Use Code 210 (Single-Family Detached Housing) and ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to estimate the trip reduction related to the removal of the existing uses from the Project Site.

Furthermore, a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The transit reduction is based on the Project Site's proximity to the various bus lines, as well as the land use characteristics of the Project. The bus lines include: Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Further discussion of

[2] Institute of Transportation Engineers, *Trip Generation Manual,* 10th Edition, Washington, D.C., 2017.

the transit framework is provided in Section 3.2 herein. A transit adjustment of 15% has been utilized, consistent with guidance provided in the TAG.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadway to the Project Site includes Sunset Boulevard. Based on the criteria set forth in the TAG under Attachment H, a 50% pass-by reduction adjustment was applied to the commercial land use component of the Project.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 69 net new vehicle trips (16 inbound trips and 53 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 77 net new vehicle trips (48 inbound trips and 29 outbound trips).

It is noted that the daily trip generation forecast for the Project is provided in ***Appendix C***.

2.7.2 *Project Traffic Distribution and Assignment*

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (i.e. Alvarado Street, Sunset Boulevard, US-101 Freeway, SR-2 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the Project are presented in ***Figure 2–3***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the Project are presented in ***Figures 2–4*** and ***2–5***, respectively. The traffic volume assignments presented in *Figures 2–4* and *2–5* reflect the traffic distribution characteristics shown in *Figure 2–3* and the Project traffic generation forecast presented in *Table 2–1*.

Table 2-1
PROJECT TRIP GENERATION [1]

24-Jun-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	158 DU	17	56	73	55	33	88
Affordable Family Housing [4]	18 DU	3	6	9	4	3	7
Subtotal		20	62	82	59	36	95
Transit Trips [5]							
Apartments (15%)		(3)	(8)	(11)	(8)	(5)	(13)
Subtotal		(3)	(8)	(11)	(8)	(5)	(8)
Subtotal Project Driveway Trips		**17**	**54**	**71**	**51**	**31**	**82**
Existing Site							
Single-Family Home [6]	(1) DU	0	(1)	(1)	(1)	0	(1)
Retail [7]	(2,988) GSF	(2)	(1)	(3)	(5)	(6)	(11)
Subtotal		(2)	(2)	(4)	(6)	(6)	(12)
Transit Trips [5]							
Retail (15%)		0	0	0	1	1	2
Subtotal		0	0	0	1	1	2
Subtotal Existing Driveway Trips		**(2)**	**(2)**	**(4)**	**(5)**	**(5)**	**(10)**
NET INCREASE DRIVEWAY TRIPS		**15**	**52**	**67**	**46**	**26**	**72**
Existing Pass-By Trips [8]							
Retail (50%)		1	1	2	2	3	5
NET INCREASE "OFF-SITE" TRIPS		**16**	**53**	**69**	**48**	**29**	**77**

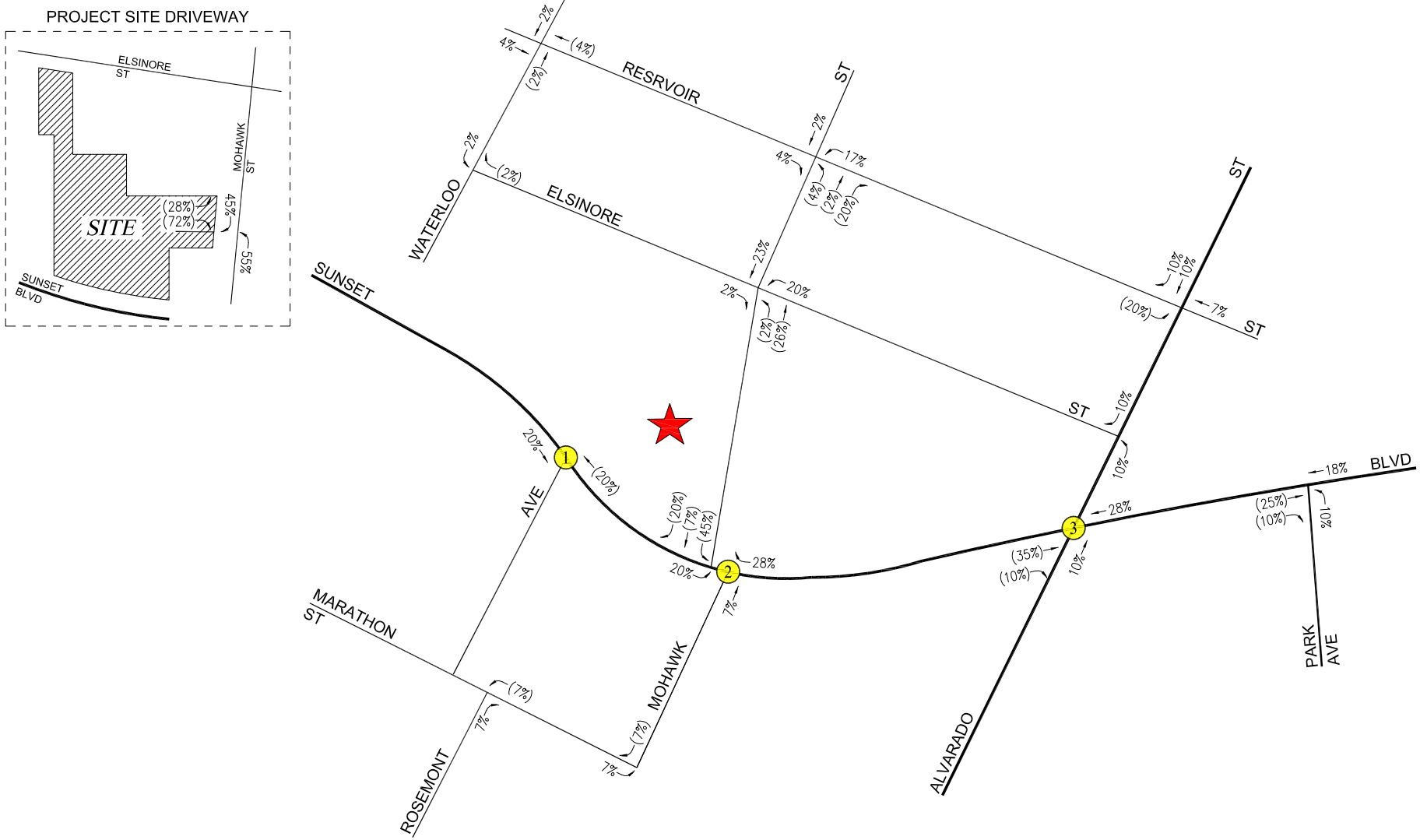
[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The project site is located within a 1/4 mile of a Metro RapidBus stop. The trip reduction for transit trips has been applied based on the LADOT "Transportation Assessment Guidelines", July 2019, for developments within a 1/4 mile walking distance of a transit station or RapidBus stop.
[6] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[8] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the existing retail component based on the "LADOT Transportation Assessment Guidelines", July 2019 for Shopping Center less than 50,000 square feet.



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★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 2-3
PROJECT TRIP DISTRIBUTION

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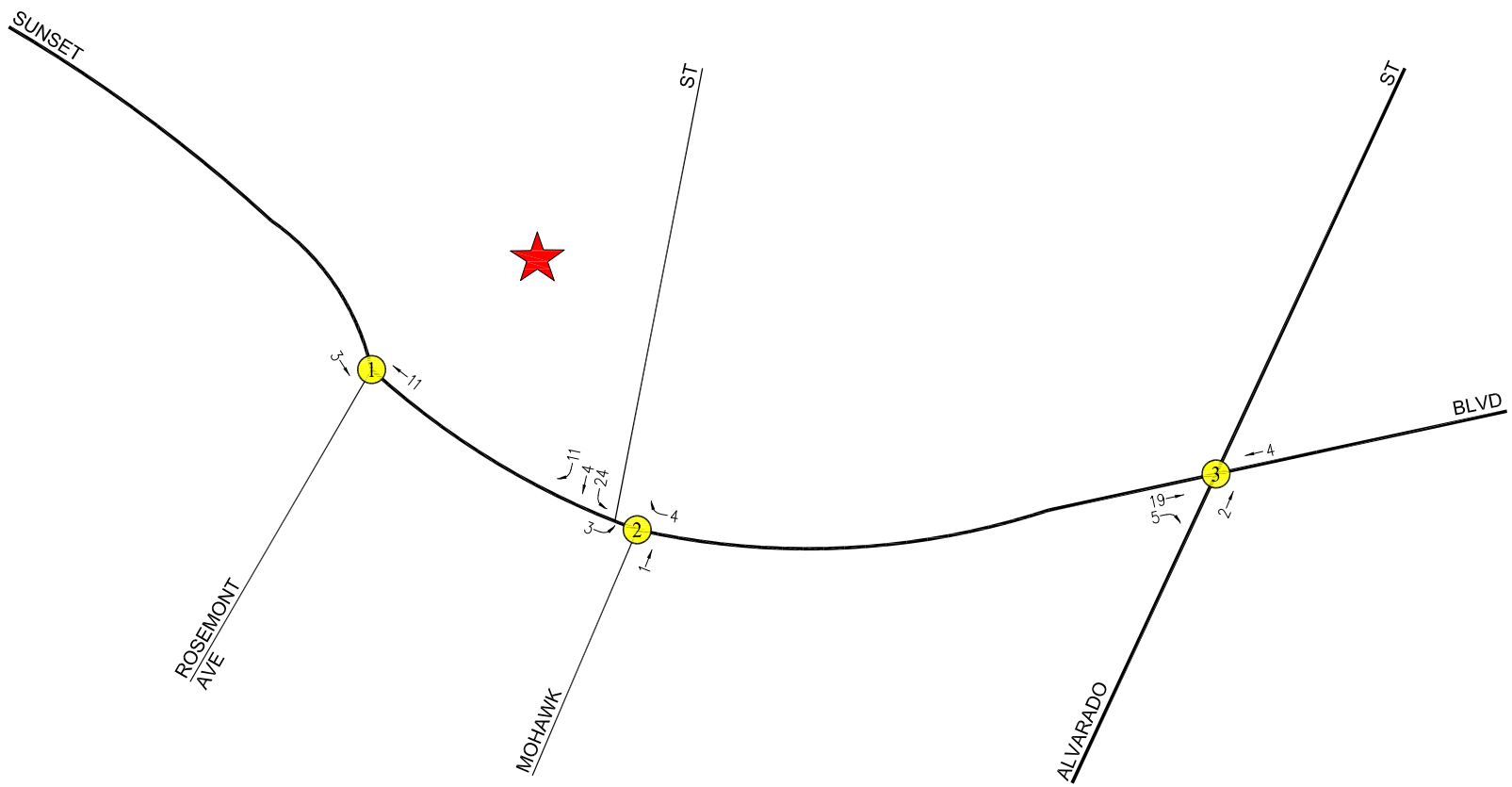

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PROJECT SITE

STUDY INTERSECTION

FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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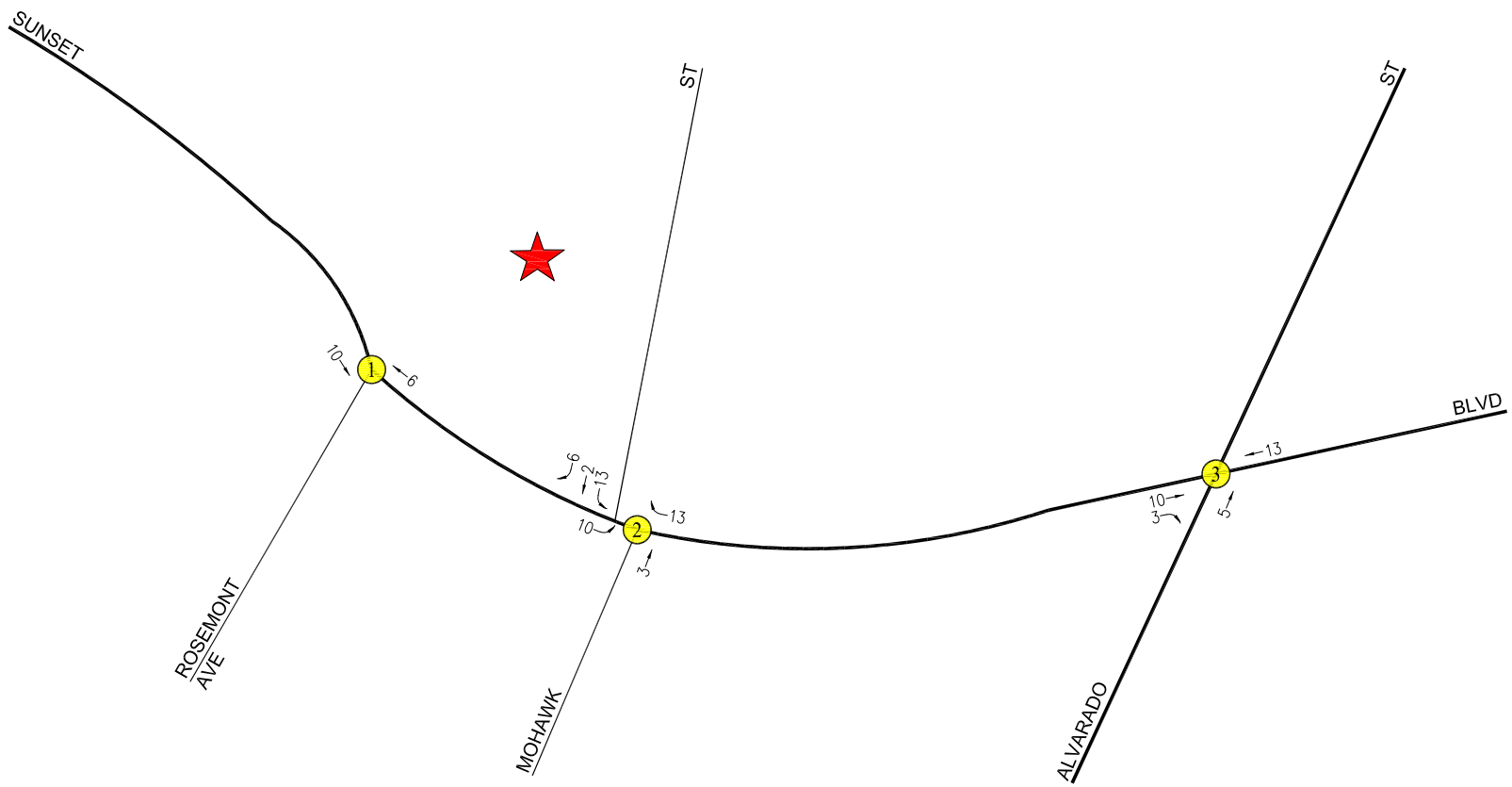

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PROJECT SITE

STUDY INTERSECTION

FIGURE 2-5
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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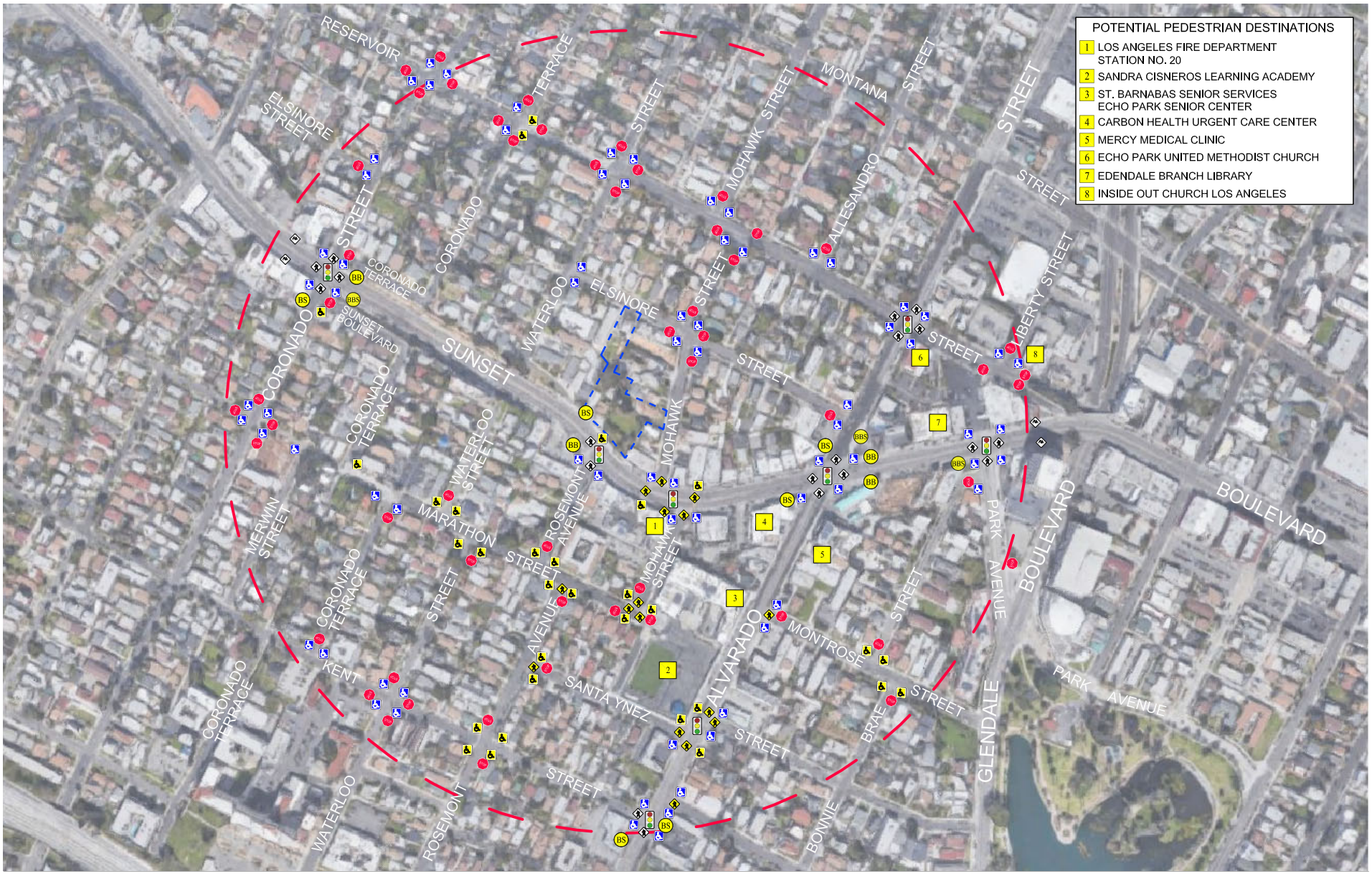
3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on streets within the Project vicinity. Public sidewalks ranging in width from 9 feet to 12 feet are provided along the Mohawk Street, Elsinore Street, and Sunset Boulevard property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3-1***, as stated in Section 3.2.4 of the TAG. Roadways designated by the City as Pedestrian Enhanced Districts in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3-2***. ***Figure 3-3*** shows the existing pedestrian and transit facilities in the direct vicinity of the Project Site. As presented in *Figure 3-3*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) handicap ramps, including some with the yellow truncated domes, are provided at the following intersections located in the direct vicinity of the Project Site:
    - Waterloo Street / Reservoir Street
    - Waterloo Street / Elsinore Street
    - Waterloo Street / Marathon Street
    - Rosemont Avenue / Sunset Boulevard
    - Rosemont Avenue / Marathon Street
    - Mohawk Street / Reservoir Street
    - Mohawk Street / Elsinore Street
    - Mohawk Street / Sunset Boulevard
    - Mohawk Street / Marathon Street
    - Allesandro Street / Reservoir Street
    - Alvarado Street / Reservoir Street
    - Alvarado Street / Elsinore Street
    - Alvarado Street / Sunset Boulevard
    - Alvarado Street / Montrose Street



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
SIGNAL
STOP SIGN

ADA CURB RAMP
ADA YELLOW TRUNCATED DOME
CROSSWALK
YELLOW CROSSWALK
BIKE ROUTE

BS BUS STOP
BB BUS STOP WITH BENCH
BBS BUS STOP WITH BENCH AND SHELTER

FIGURE 3-1
POTENTIAL PEDESTRIAN DESTINATIONS NEAR PROJECT SITE

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
PEDESTRIAN ENHANCED DISTRICT

FIGURE 3-2
CITY OF LOS ANGELES PEDESTRIAN ENHANCED DISTRICTS

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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MAP SOURCE: GOOGLE MAPS

PROJECT SITE

SIGNAL

STOP SIGN

ADA CURB RAMP

ADA YELLOW TRUNCATED DOME

CROSSWALK

YELLOW CROSSWALK

BIKE ROUTE

BS BUS STOP

BB BUS STOP WITH BENCH

BBS BUS STOP WITH BENCH AND SHELTER

N

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-3
EXISTING NEARBY PEDESTRIAN AND TRANSIT FACILITIES

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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- Traditional parallel bar or continental style pedestrian crosswalks approximately 16 feet in width are provided at the following intersections located near the Project Site:
  - Rosemont Avenue / Sunset Boulevard
  - Rosemont Avenue / Marathon Street
  - Mohawk Street / Sunset Boulevard
  - Mohawk Street / Marathon Street
- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3-3*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode[3]. Entrances for pedestrians are planned for the Project and will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- Convivial: Pedestrian routes are friendly and attractive and are perceived as such by pedestrians.
- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.
- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

[3] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 94 (Walker's Paradise) out of 100 for the Project Site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for walking.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Walk Score calculates a bike score based on the topography, number and proximity of bike lanes, etc., and generates a bike score for the Project Site of approximately 63 (Bikeable) out of 100[4]. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site[5]. It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Roadways within the City's Bicycle Enhanced Network (low stress network) in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3-4***.

The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

3.2 Transit Framework

The Project Site is currently served by many local and regional public transit lines via stops within convenient walking distance along Sunset Boulevard. Public transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). The bus lines include: Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100[6] for the Project Site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–5***. Roadways within the City's Transit Enhanced Network in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3–6***. In addition, the location of bus stops and amenities (e.g., bus benches, shelters, etc.) in the Project study area is displayed in *Figure 3–3.*

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[4] Refer to http://www.walkscore.com/, which generates the bike score for the Project Site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for bicycling.

[5] Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Plan. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

[6] Refer to http://www.walkscore.com/, which generates the transit score for the Project Site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for using transit service.

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
BICYCLE ENHANCED NETWORK

FIGURE 3-4
CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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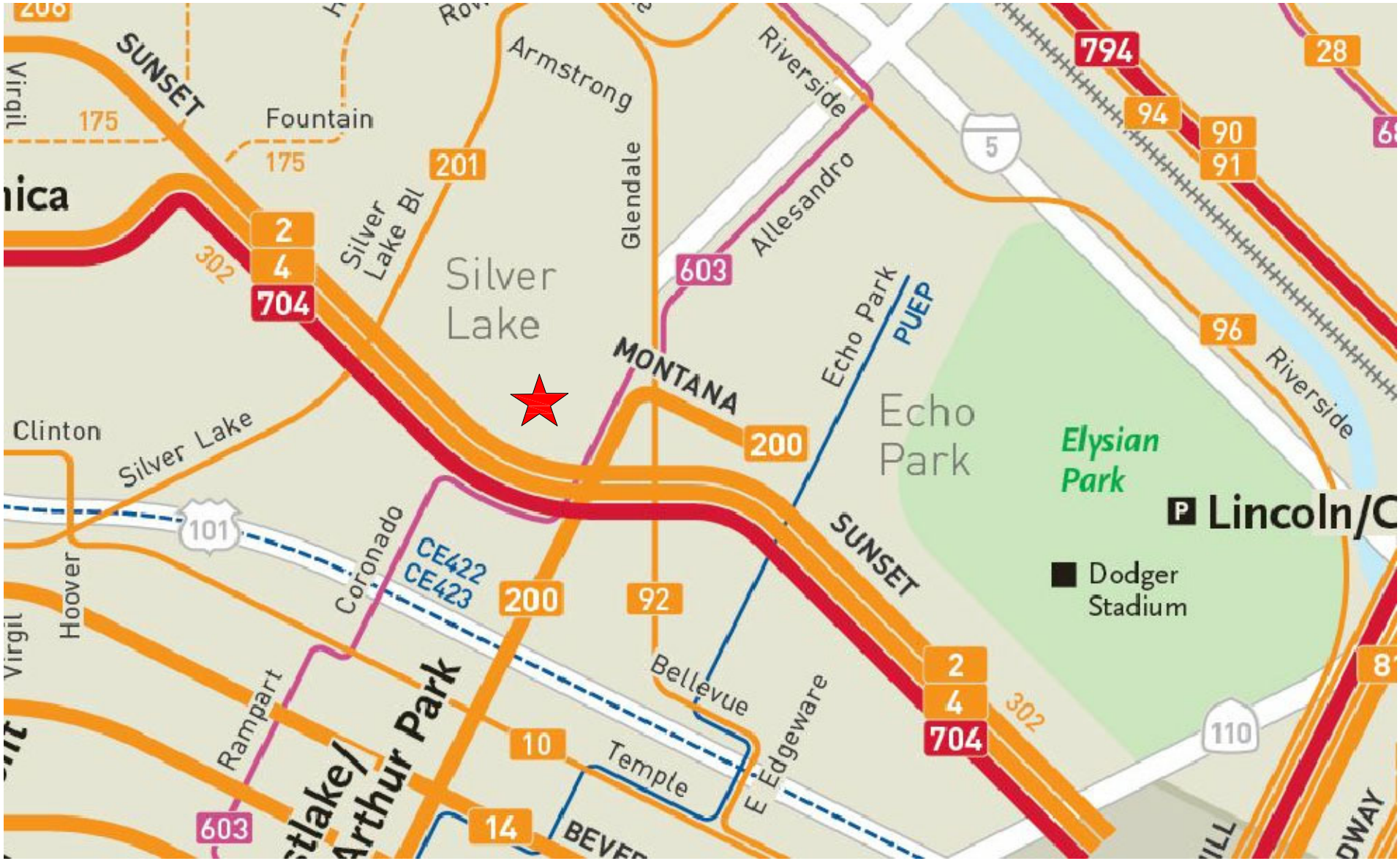
Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

25-Jun-20

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 2/302	Downtown Los Angeles to Westwood (via Sunset Boulevard and Santa Monica Boulevard)	Sunset Boulevard	EB WB	4 7	8 5
Metro 4	Downtown Los Angeles to Santa Monica (via Sunset Boulevard and Santa Monica Boulevard)	Sunset Boulevard	EB WB	5 5	7 5
Metro 92	Sylmar to Downtown Los Angelese (via Glenoaks Boulevard, Brand Boulevard, and Glendal Boulevard)	Glendale Boulevard	NB SB	2 2	3 3
Metro 200	Echo Park to Exposition Park (via Alvarado Street and Hoover Street)	Alvarado Street	NB SB	7 6	7 7
Metro 603	Glendale Galleria to Grand/Los Angeles Trade Technical College Station (via San Fernando Road, Rampart Boulevard, and Hoover Street)	Alvarado Street, Sunset Boulevard	NB SB	6 5	4 5
Metro Rapid 704	Downtown Los Angeles to Santa Monica (via Sunset Boulevard and Santa Monica Boulevard)	Sunset Boulevard	EB WB	4 5	5 4
			Total	**58**	**63**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2020.



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NOT TO SCALE

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

★ PROJECT SITE

FIGURE 3-5
EXISTING PUBLIC TRANSIT ROUTES

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2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
TRANSIT ENHANCED NETWORK

FIGURE 3-6
CITY OF LOS ANGELES TRANSIT ENHANCED NETWORK

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is provided by the SR-2 (Glendale) Freeway and US-101 (Hollywood) Freeway. Brief descriptions of the SR-2 and US-101 Freeways are provided in the following paragraphs.

SR-2 (Glendale) Freeway is a north-south oriented state highway that extends from Wrightwood to Santa Monica. In the Project vicinity, two to three mixed-flow freeway lanes are provided in each direction on the SR-2 Freeway. Northbound and southbound ramps are provided on the SR-2 Freeway at Glendale Boulevard in the Project vicinity and are located approximately 0.9 miles north of the Project Site.

US-101 (Hollywood) Freeway is a north-south oriented freeway that extends across Northern and Southern California. In the Project vicinity, four mixed-flow freeway lanes are provided in each direction on the US-101 Freeway. Northbound and southbound ramps are provided on the US-101 Freeway at Alvarado Street in the Project vicinity and are located approximately 0.4 miles south of the Project Site.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic impacts due to the proposed Project:

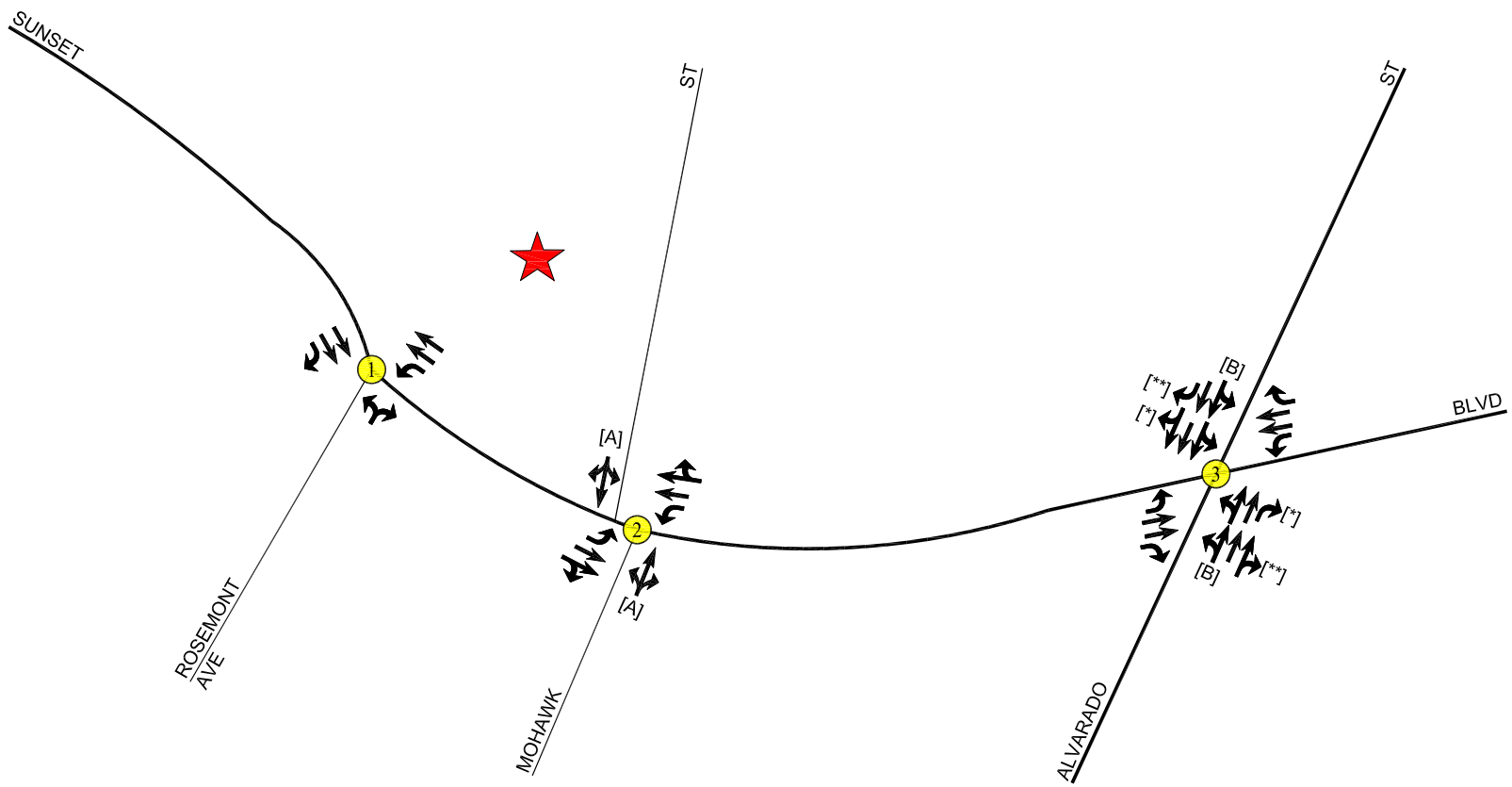
1. Rosemont Avenue / Sunset Boulevard (signalized)
2. Mohawk Street / Sunset Boulevard (signalized)
3. Alvarado Street / Sunset Boulevard (signalized)

The above intersections are all presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 3–7***.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Mohawk Street. A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

Rosemont Avenue is a north-south oriented roadway located west of the Project Site. Within the Project study area, Rosemont Avenue is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Rosemont Avenue within the Project study area. There is no speed limit posted on Rosemont Avenue in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).



NOT TO SCALE

- ★ PROJECT SITE
- Ⓧ STUDY INTERSECTION
- [A] SPLIT PHASING
- [B] NO LEFT-TURN 7AM-7PM
- [*] AM PEAK HOUR
- [**] PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 3-7
EXISTING LANE CONFIGURATIONS

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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Mohawk Street is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Mohawk Street is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Mohawk Street within the Project study area. There is no speed limit posted on Mohawk Street in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Alvarado Street is a north-south oriented roadway located east of the Project Site. Within the Project study area, Alvarado Street is designated as an Avenue II by the City. Two through travel lanes are generally provided in the northbound direction on Alvarado Street during the AM peak hour. During the PM peak hour, three through travel lanes are generally provided in the northbound direction on Alvarado Street within the Project study area. Three through travel lanes are generally provided in the southbound direction on Alvarado Street during the AM peak hour. During the PM peak hour, two through travel lanes are generally provided in the southbound direction on Alvarado Street within the Project study area. Alvarado Street is posted for a speed limit of 35 miles per hour within the Project study area.

Elsinore Street is an east-west oriented roadway that borders the Project Site to the north. Within the Project study area, Elsinore Street is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Elsinore Street within the Project study area. There is no speed limit posted on Elsinore Street in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Sunset Boulevard is an east-west oriented roadway that borders the Project Site to the south. Within the Project study area, Sunset Boulevard is designated as an Avenue I by the City. Two through travel lanes are generally provided in each direction on Sunset Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Sunset Boulevard at the Mohawk Street intersection and at the Alvarado Street intersection. A separate exclusive left-turn lane is provided in the westbound direction on Sunset Boulevard at the Rosemont Avenue intersection. Sunset Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[7] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the

Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

As shown in ***Figure 3-8***, roadways in the immediate vicinity of the Project which have been identified on the HIN are noted below:

- Alvarado Street
- Glendale Boulevard
- Sunset Boulevard

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative. It is noted that further review of the HIN is regulatory in nature and will not alter the conclusions of this transportation assessment.

3.4 Traffic Counts

In April 2020, LADOT issued guidance[8] to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the Covid-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2020) peak hour turning movement traffic volumes at the study intersections:

- <u>Rosemont Avenue / Sunset Boulevard:</u> Peak hour traffic volume data collected at this intersection in 2009 were increased by a 0.5% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.
- <u>Mohawk Street / Sunset Boulevard:</u> Peak hour traffic volume data collected at this intersection in 2009 were increases by a 0.5% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

[7] *Vision Zero Los Angeles 2015-2025*, August 2015.
[8] *Pandemic-related updates to LADOT's Transportation Assessment Requirements,* LADOT, April 17, 2020.

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
HIGH INJURY NETWORK

FIGURE 3-8
CITY OF LOS ANGELES HIGH INJURY NETWORK

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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- Alvarado Street / Sunset Boulevard: Peak hour traffic volume data collected at this intersection in 2019 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3–9*** and ***3–10***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

3.5 Cumulative Development Projects

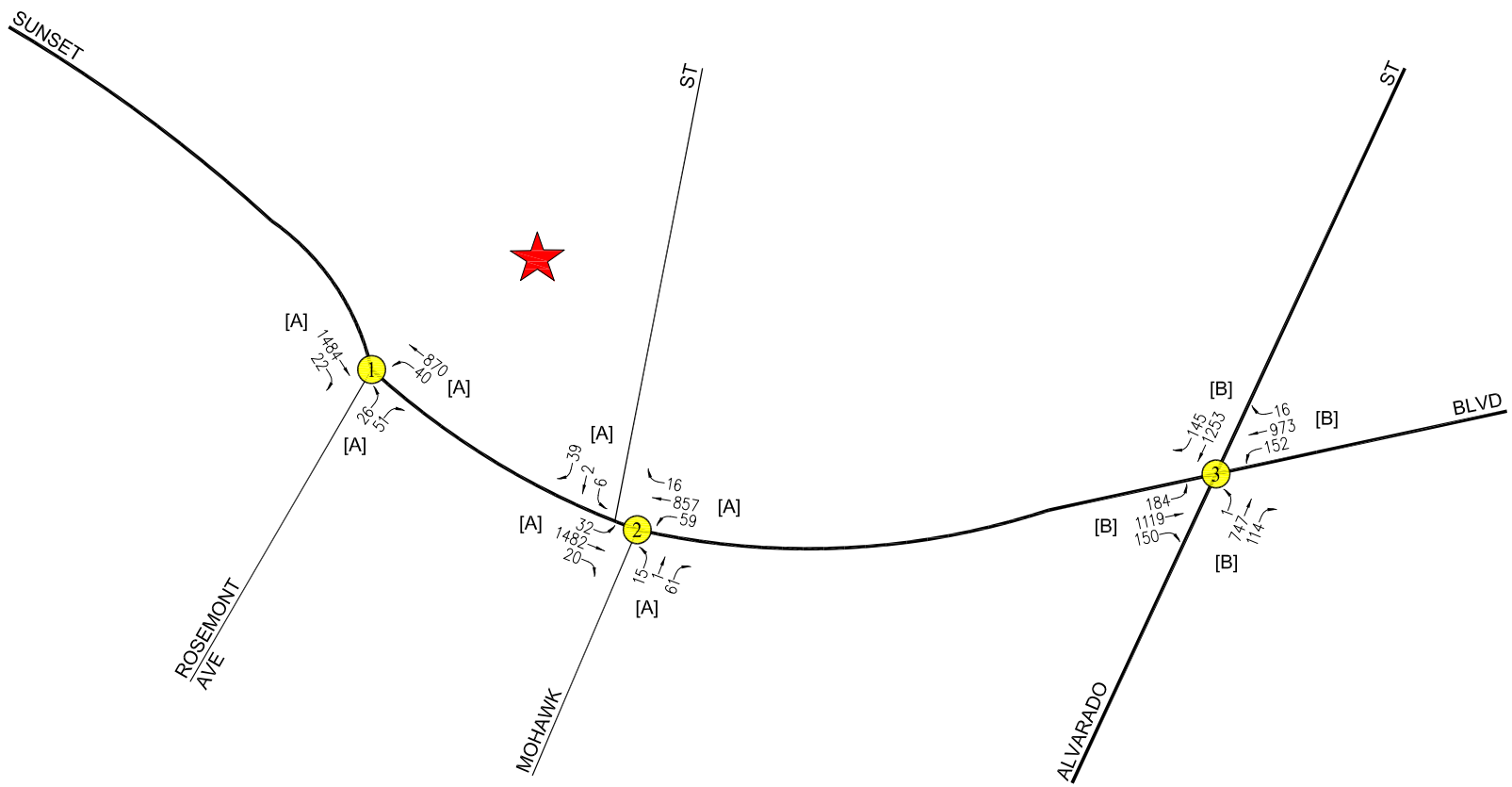
3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–11***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3–12*** and ***3–13***, respectively.

3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to and including the year 2022 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Glendale area (i.e., Regional Statistical Area [RSA] 24), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.27% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.



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★ PROJECT SITE
Ⓧ STUDY INTERSECTION
[A] 2009 TURNING MOVEMENT COUNTS WITH 0.5% GROWTH FACTOR THROUGH 2020
[B] 2019 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020

FIGURE 3-9
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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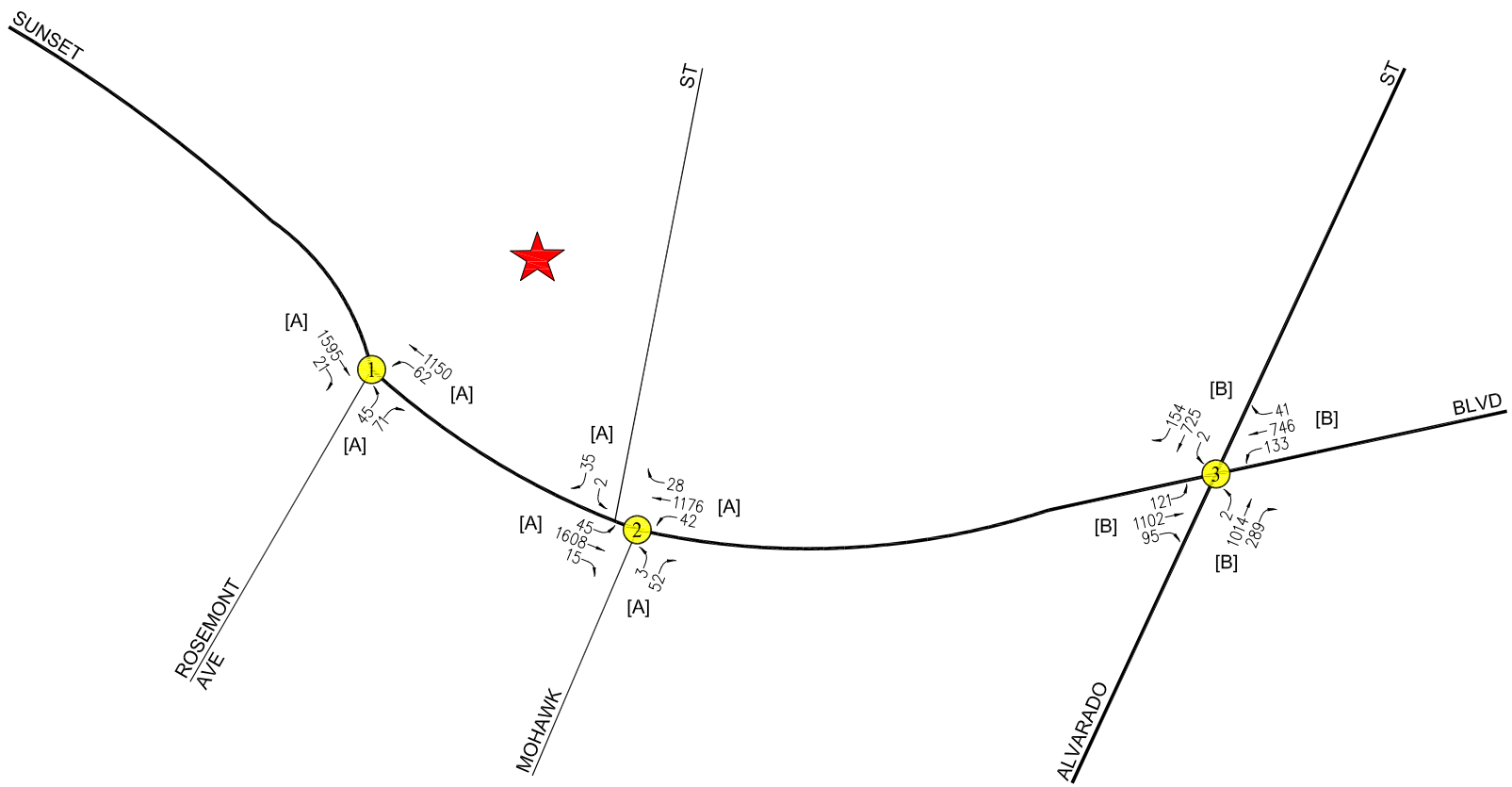

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★ PROJECT SITE

Ⓧ STUDY INTERSECTION

[A] 2009 TURNING MOVEMENT COUNTS WITH 0.5% GROWTH FACTOR THROUGH 2020

[B] 2019 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020

FIGURE 3-10
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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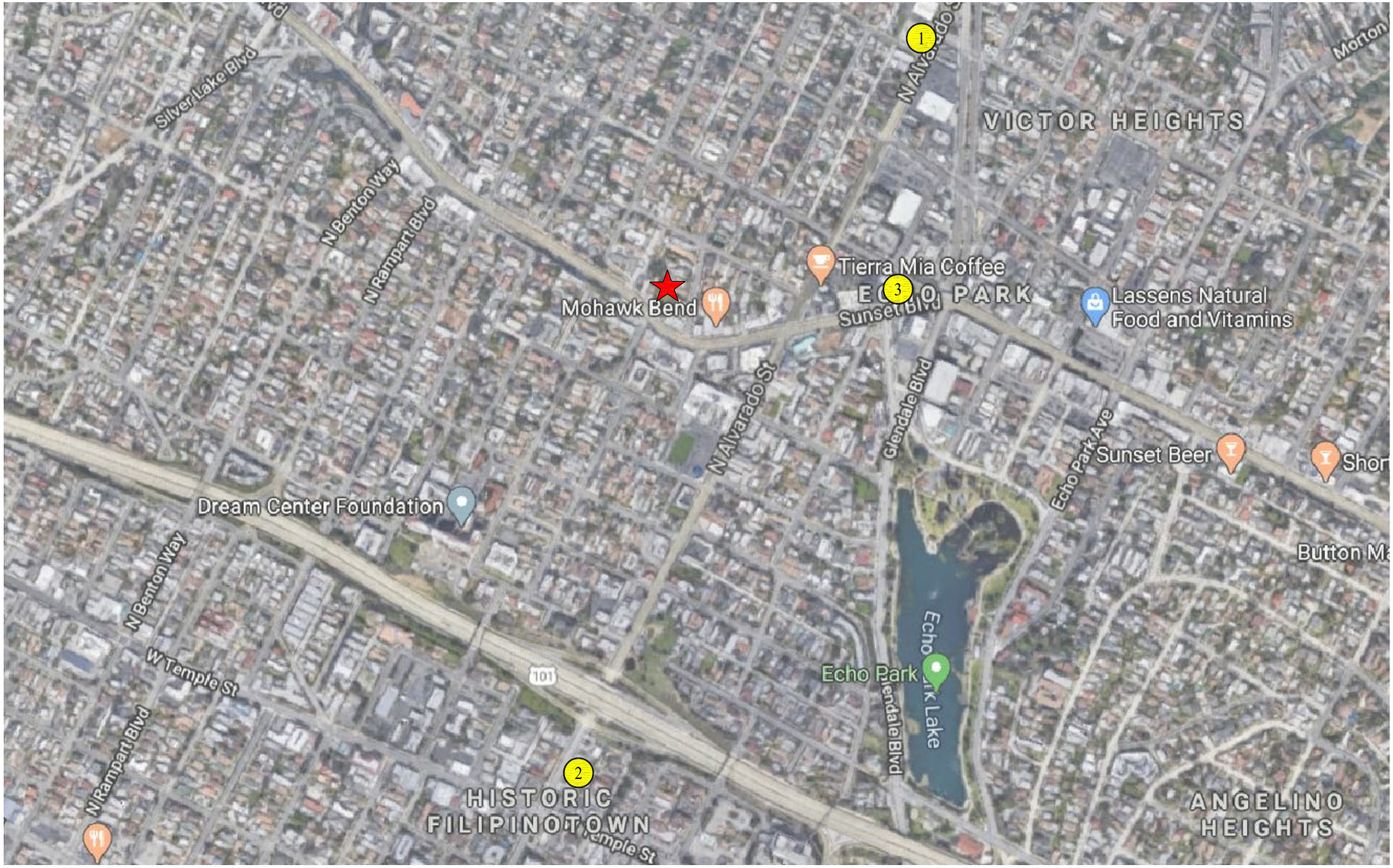
Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

24-Jun-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		IN	OUT	TOTAL	IN	OUT	TOTAL
1	1455 N. Alvarado Street Mixed-Use Project	Proposed	1455 N. Alvarado Street	Retail Restaurant	2,984 GSF 5,050 GSF	790	33	29	62	33	26	59
2	Alvarado Temple Apartments	Proposed	422 N. Alvarado Street	Apartments	75 DU	380	8	19	27	20	13	33
3	1911 W. Sunset Boulevard Mixed-Use Project	Proposed	1911 W. Sunset Boulevard	Apartments Retail	170 DU 13,000 GSF	670	13	37	50	33	22	55
TOTAL						1,840	54	85	139	86	61	147

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
RELATED PROJECT

FIGURE 3-11
LOCATION OF RELATED PROJECTS

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2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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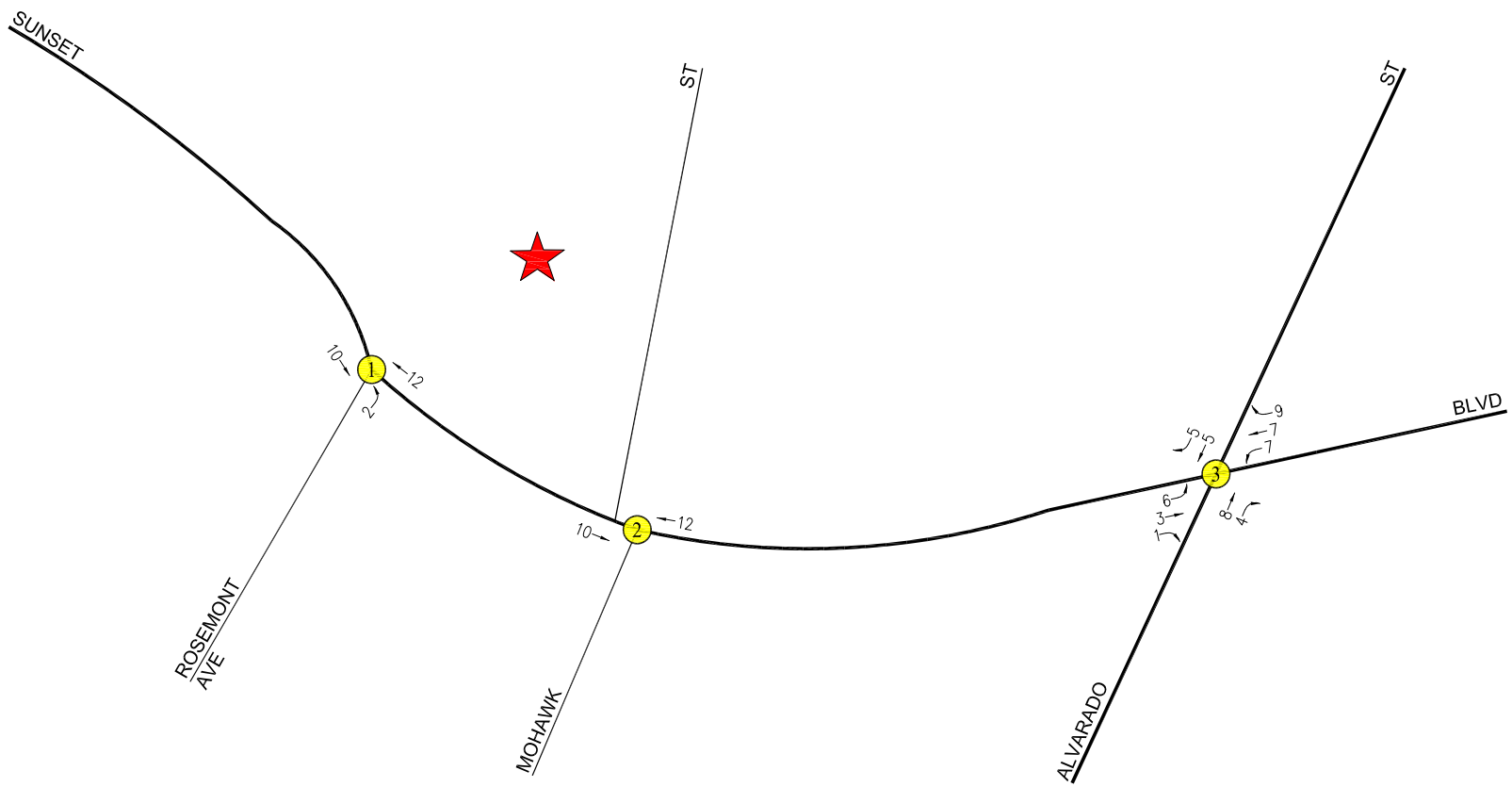

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PROJECT SITE

STUDY INTERSECTION

FIGURE 3-12
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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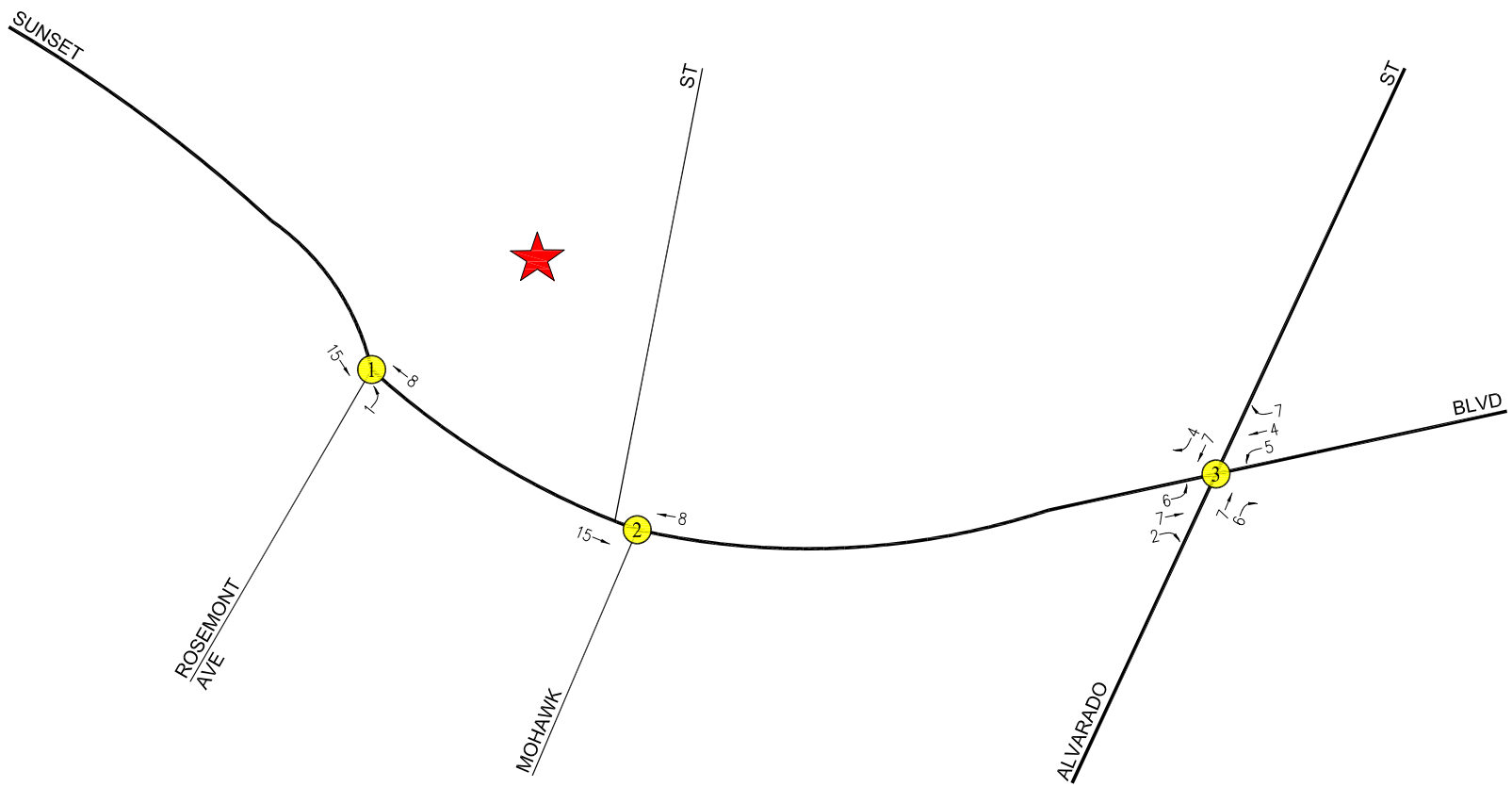

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PROJECT SITE

STUDY INTERSECTION

FIGURE 3-13
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Consistency with Adopted Plans and Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be consistent with the City's transportation goals and policies.

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Would the project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips (not considering any TDM measures). The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in *Appendix C*. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate 648 net new daily vehicle trips.
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
  - No street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.
- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

- Yes, the Project Site comprises of approximately 1.14 acres. The Project Site's frontage along Sunset Boulevard, which is designated as an Avenue I, is approximately 200 linear feet. The Project Site's frontage does not encompass an entire block along an Avenue or Boulevard.

As the answer is "yes" to two out of the three screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for conflicts with plans, programs, ordinances, or policies (referred to a Threshold T-1) is defined as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether or not it would implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with the City's Department of City Planning (LADCP) and LADOT.

The methodology for determining project's transportation impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the Project Applicant shall review relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. The list of related projects and location of related projects in relation to the Project Site are identified in *Table 3–2* and *Figure 3–11*.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review comparing the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies. ***Table 4–1*** summarizes the City's guiding questions contained in the TAG (TAG Table 2.1-1), the responses applicable to the Project, the relevant and supporting City plans, policies and programs, as well as the determination of whether or not the Project is consistent with the corresponding City plans, programs, ordinances or policies. As shown in *Table 4–1*, the Project has been found to be consistent with the relevant City plans, policies and programs, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of "less than significant" can be made for the Project. Further, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code (LAMC) Section 12.26.J) and other requirements pursuant to the City's Municipal Code.

4.1.4 *Review of Cumulative Consistency*

This section requires consultation and confirmation with City of Los Angeles Departments of City Planning and Transportation (i.e., with LADCP and LADOT). Based on the above Project consistency conclusion and review of the guiding language contained in the City's TAG, it can be concluded that this is sufficient documentation to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impacts would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

Table 4-1
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

24-Jun-20

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
EXISTING PLAN APPLICABILITY						
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	**YES**	The Project Site, which has frontage directly on Sunset Boulevard, is zoned within a Commercial Zone ([Q]C2-1VL) that is less restrictive than R3, and a Multiple Dwelling Zone (R3-1VL) per the City of Los Angeles Municipal Code. Sunset Boulevard is designated as an Avenue I under the Mobility Plan 2035 Street Standards Plan. However, no dedication is required for the Project pursuant to LAMC Section 12.37 with respect to Sunset Boulevard.	LAMC Section 12.37		**YES**
2	Is project site along any network identified in the City's Mobility Plan?	**YES**	Sunset Boulevard is identified within the Transit Enhanced Network and the Bicycle Enhanced Network and is identified as a Pedestrian Enhanced District.	MP 2.3 through 2.7		**YES**
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	**NO**	No street dedciations or improvements are required by the Project on the streets adjacent to the Project Site.	MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widenings	**YES**
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	**The Project will improve transit furniture as required.**	The Project will improve transit furniture as required in accordance with the City's Coordinated Street Furniture and Bus Bench Program.			**YES**
5	Is project site in an identified Transit Oriented Community (TOC)?	**YES**	Transit Oriented Communities (TOC) are applicable to housing developments that include on-site restricted affordable units. The Project Site is in TOC Affordable Housing Incentive Area Tier 3 and will set aside 10% of its units as Extremely Low Income Units.	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		**YES**
6	Is project site on a roadway identified in City's High Injury Network?	**YES**	The Project Site has frontage directly on Sunset Boulevard, which is identified in the City's High Injury Network.	Vision Zero	Mobility Plan 2035	**YES**
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	**NO**		MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets	**YES**
8	Does project propose narrowing or shifting existing sidewalk placement?	**NO**		MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP -PED; MP - ENG 19; MP 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability pLAn	**YES**
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	**NO**		MP - 5.5 Green Streets; Sustainability pLAn		**YES**
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	**NO**		MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	**YES**
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	**NO**		MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		**YES**
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	**NO**		MP - 3.10 Cul-de-sacs		**YES**

Table 4-1 (Continued)
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
ACCESS: DRIVEWAYS AND LOADING						
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	**NO**	The Project does not propose any new driveways or loading access along an arterial. Vehicular access to the Project Site is proposed via one new driveway located along the west side of Mohawk Street (a Local Street).	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	**YES**
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	**N/A**		MP - PL.1; MPP 321	Vision Zero	**N/A**
15	Does project site include a corner lot? (avoid driveways too close to intersections)	**NO**		CDG 4.1.01		**YES**
16	Does project propose driveway width in excess of City standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving multi-family residential uses (more than 25 spaces) are no more than 30 feet in width. The Project driveway will be approximately 20 feet in width.	MPP Sec. 321	Vision Zero, Sustainability pLAn, MP - PED, MP - BEN CDG 4.1.04	**YES**
17	Does project propose more driveways than required by City maximum standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, a maximum of one driveway is allowed along an arterial frontage between 0 and 200 feet. The Project proposes one driveway along Mohawk Street, a Local Street, and the Project's frontage along Mohawk Street is less than 200 feet, and so is compliant with LADOT's MPP, Section 321.	MPP - Sec No. 321 Driveway Design	Vision Zero, MP, Healthy LA	**YES**
18	Are loading zones proposed as a part of the project?	**YES**	The proposed driveway along Mohawk Street will be utilized to facilitate service and delivery operations and will lead into the Project's loading areas.	MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		**YES**
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	**NO**		MP - 2.10 Loading Areas		**YES**
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	**NO**		MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		**YES**

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018, which are now in effect. Accordingly, the City of Los Angeles has adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines Section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

4.2.1 *Impact Criteria and Methodology*

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

The City's TAG establishes different VMT significance thresholds for each of the seven Area Planning Commission (APC) areas as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table 4–2***. As the Project Site is located in the East Los Angeles APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 7.2 daily Household VMT per Capita.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project are contained in *Appendix C*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 748 daily vehicle trips.

- The estimated daily household VMT per capita for the Project's residential land use component is 5.8 daily household VMT per capita, which is less than the East Los Angeles APC significance threshold of 7.2 VMT per capita.

As the Project will generate a daily household VMT per Capita that is less than the East Los Angeles APC significance threshold, the Project is not expected to result in a significant VMT impact. Therefore, no further mitigation is necessary as it relates to VMT.

Table 4-2
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: LADOT *Transportation Assessment Guidelines* , July 2019.

[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above [source: Table 2.2-1 of the TAG].

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG document (refer to Section 2.2.4 of the TAG), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above project-related VMT analysis and the conclusions reported in Subsection 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, the Project's cumulative VMT impact can be deemed less than significant.

4.3 Geometric Design Threshold (T-3)

As stated in the City's TAG document (refer to Section 2.4.2 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - Yes, the Project proposes a new driveway located along the west side of Mohawk Street. The proposed driveway will provide access to the parking levels of the on-site parking garage.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG document (refer to Section 2.4.2 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

  - No street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

4.3.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

  - No, the Project would not substantially increase hazards due to a geometric design feature.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 of the TAG) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, and line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

LADOT's Manual of Policies and Procedures (MPP) Section 321 recommends two-way driveways serving multi-family residential uses serving more than 25 parking spaces should be no more than 30 feet in width. The proposed Project driveway along Mohawk Street will be approximately 20 feet in width. Since the Project driveway complies with MPP Section 321 and based on a review of the forecast net new weekday AM and PM peak hour project traffic volumes (i.e., those traffic volumes summarized in Section 2.7 herein), no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 CEQA Transportation Measures

4.4.1 *Transportation Demand Management*

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26.J) and the other requirements per the City's Municipal Code.

4.4.2 *CEQA Transportation Summary*

Based on the findings above, it can be determined that the Project would not conflict with City plans, policies, ordinances and programs, would not result in a significant VMT impact, and would not substantially increase hazards due to a geometric design feature. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

- Would the project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C)*, the Project would generate 648 net new daily vehicle trips.
- Does the land use project include the construction, or addition of 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space?
  - Yes, the Project proposes the development of 158 residential apartment dwelling units and 18 affordable family housing dwelling units, totaling 176 dwelling units.
- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

- Yes, the Project Site comprises of approximately 1.14 acres. The Project Site's frontage along Sunset Boulevard, which is designated as an Avenue I, is approximately 200 linear feet. The Project Site's frontage does not encompass an entire block along an Avenue or Boulevard.

As the answer is "yes" to all of the screening criteria, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

5.1.2 *Evaluation Criteria*

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:
  - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.
  - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).
  - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.
  - Removal of other existing transportation system elements supporting sustainable mobility.
  - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.
  - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.
  - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:
  - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.

- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).

- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project vicinity that could be affected by Project-related traffic or by users traveling between the Project and nearby destinations is presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–1*. Pedestrian facilities currently located near the Project Site also are provided in *Figure 3–3*. The location of the City's Bicycle Enhanced Network (low stress network) within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3-4*.

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, it is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5–1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., at the Alvarado Street / Elsinore Street intersection). Additionally, a qualitative assessment of the existing pedestrian, bicycle, and transit facilities in the Project vicinity is included in *Table 5–1* (i.e., as part of the responses to the criteria questions). Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access.

It is noted that the Project Site has frontage along Sunset Boulevard, which has been identified as a roadway on the City's HIN. Furthermore, the Project Site is located in close proximity to roadways (e.g., Alvarado Street and Glendale Boulevard) included on the HIN. As such, it is understood that LADOT staff may coordinate internal review with the Vision Zero Programs Bureau to determine if safety-related measures are needed to support safe access to and/or from the development site for vulnerable road users (i.e., pedestrians and bicyclists).

Table 5-1
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS

25-Jun-20

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**No**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may increase pedestrians attempting to cross Alvarado Street at Elsinore Street. Signalized crossings are available within 300 feet of the Alvarado Street / Elsinore Street intersection at Sunset Boulevard. Therefore, the need for marked crosswalks is not warranted per LADOT MPP Section 344.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may increase pedestrians walking to local destinations and/or transit stops. Nearby intersections, such as Rosemont Avenue / Sunset Boulevard, Mohawk Street / Sunset Boulevard, and Alvarado Street / Sunset Boulevard, provide crosswalks and pedestrian phasing. There are no observed missing pedestrian facilities in the Project vicinity.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may increase pedestrians walking to local transit stops. Transit stops for Metro Lines 2, 4, and 603 are provided at the Rosemoent Avenue / Sunset Boulevard intersection and transit stops for Metro Lines 2, 4, 200, 603, and 704 are provided at the Alvarado Street / Sunset Boulevard intersection. Both intersections are signalized and provide crosswalks with pedestrian phasing. Bus benches are provided for northbound transit riders on Alvarado Street and for both eastbound and westbound transit riders on Sunset Boulevard.**	**No**

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5-2*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix D*** contains the analysis data worksheets for the study intersections.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
  - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C*), the Project would generate 648 net new daily vehicle trips.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects[9]. If the answer is yes to the following question, a freeway safety analysis will be required to assess whether the project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operating on the freeway mainline:

- Does the land use project add 25 or more trips to any nearby freeway off-ramp serving the project site in either the morning or afternoon peak hour?

[9] *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis*, City of Los Angeles Department of Transportation, May 2020.

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

06-Jul-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2022 FUTURE W/O PROJECT			YEAR 2022 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Rosemont Avenue / Sunset Boulevard (Signalized)	NB Left/Right	AM	19.3	B	52.4	19.3	B	52.4	0.0	19.3	B	55.4	19.3	B	55.4	0.0
			PM	19.8	B	78.5	19.8	B	78.5	0.0	19.8	B	80.7	19.8	B	80.7	0.0
		EB Through	AM	22.6	C	491.6	22.7	C	493.5	1.9	23.8	C	516.2	23.9	C	518.2	2.0
			PM	24.5	C	530.9	24.8	C	537.4	6.5	26.3	C	563.2	26.7	C	571.3	8.1
		EB Right	AM	10.3	B	10.0	10.3	B	10.0	0.0	10.3	B	10.0	10.3	B	10.0	0.0
			PM	10.3	B	9.3	10.3	B	9.3	0.0	10.3	B	9.3	10.3	B	9.3	0.0
		WB Left	AM	43.2	D	50.4	43.4	D	50.5	0.1	46.5	D	54.3	46.7	D	54.4	0.1
			PM	57.4	E	87.3	58.4	E	88.0	0.7	63.1	E	92.8	64.3	E	93.7	0.9
		WB Through	AM	14.6	B	241.9	14.6	B	244.9	3.0	14.8	B	250.8	14.9	B	253.8	3.0
			PM	16.7	B	323.0	16.8	B	325.6	2.6	17.0	B	334.6	17.1	B	336.6	2.0
2	Mohawk Street / Sunset Boulevard (Signalized)	NB Left/Through/Right	AM	39.1	D	78.5	36.1	D	75.6	-2.9	36.1	D	75.6	36.1	D	76.6	1.0
			PM	35.2	D	52.9	35.3	D	55.9	3.0	35.3	D	53.9	35.4	D	57.0	3.1
		SB Left/Through/Right	AM	34.9	C	44.4	36.3	D	83.8	39.4	34.9	C	45.4	36.3	D	84.8	39.4
			PM	34.6	C	35.1	35.3	D	55.8	20.7	34.6	C	36.1	35.3	D	56.8	20.7
		EB Left	AM	36.6	D	30.3	36.7	D	33.3	3.0	36.7	D	31.3	36.8	D	34.2	2.9
			PM	37.1	D	43.6	37.5	D	53.7	10.1	37.2	D	44.6	37.6	D	54.7	10.1
		EB Through	AM	41.0	D	641.3	41.0	D	641.3	0.0	45.0	D	686.3	45.0	D	686.3	0.0
			PM	58.5	E	821.0	58.5	E	821.0	0.0	66.6	E	896.2	66.6	E	896.2	0.0
		EB Right	AM	41.3	D	631.7	41.3	D	631.7	0.0	45.4	D	676.6	45.4	D	676.6	0.0
			PM	59.0	E	810.4	59.0	E	810.4	0.0	67.2	E	885.6	67.2	E	885.6	0.0
		WB Left	AM	37.7	D	57.3	37.7	D	57.3	0.0	37.7	D	58.2	37.7	D	58.2	0.0
			PM	37.0	D	40.6	37.0	D	40.6	0.0	37.0	D	41.6	37.0	D	41.6	0.0
		WB Through	AM	20.6	C	285.9	20.6	C	287.7	1.8	20.9	C	296.4	21.0	C	298.3	1.9
			PM	26.8	C	435.8	27.3	C	444.1	8.3	27.8	C	453.9	28.3	C	462.6	8.7
		WB Right	AM	20.6	C	280.0	20.7	C	281.4	1.4	21.0	C	290.4	21.0	C	291.8	1.4
			PM	26.9	C	426.6	27.4	C	433.8	7.2	27.9	C	444.4	28.4	C	452.0	7.6

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2022 FUTURE W/O PROJECT			YEAR 2022 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
3	Alvarado Street / Sunset Boulevard (Signalized)	NB Left	AM	26.3	C	295.3	26.3	C	295.6	0.3	26.7	C	305.0	26.7	C	305.7	0.7
			PM	29.6	C	366.5	29.7	C	368.3	1.8	30.4	C	381.0	30.4	C	382.9	1.9
		NB Through	AM	27.3	C	283.1	27.3	C	283.4	0.3	27.8	C	292.7	27.9	C	293.4	0.7
			PM	31.5	C	354.0	31.6	C	355.8	1.8	32.5	C	368.8	32.7	C	370.7	1.9
		NB Right	AM	20.3	C	81.2	20.3	C	81.0	-0.2	20.4	C	85.7	20.4	C	85.7	0.0
			PM	32.4	C	324.3	32.6	C	325.7	1.4	33.6	C	337.0	33.7	C	338.9	1.9
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	25.6	C	279.2	25.6	C	279.2	0.0	26.0	C	288.2	26.0	C	288.2	0.0
		SB Through	AM	27.9	C	363.5	27.9	C	363.0	-0.5	28.5	C	375.6	28.5	C	375.6	0.0
			PM	26.5	C	267.8	26.5	C	267.8	0.0	27.0	C	276.9	27.0	C	276.9	0.0
		SB Right	AM	31.5	C	362.0	31.5	C	361.6	-0.4	32.4	C	374.8	32.4	C	374.8	0.0
			PM	21.1	C	108.4	21.1	C	108.4	0.0	21.2	C	114.1	21.2	C	114.1	0.0
		EB Left	AM	106.9	F	312.1	107.4	F	312.8	0.7	123.0	F	347.2	123.0	F	347.2	0.0
			PM	46.0	D	136.0	46.0	D	136.0	0.0	48.9	D	150.9	48.9	D	150.9	0.0
		EB Through	AM	60.0	E	597.8	64.6	E	628.1	30.3	66.2	E	638.3	71.6	E	672.4	34.1
			PM	51.3	D	539.3	53.2	D	552.9	13.6	57.2	E	580.9	59.5	E	595.3	14.4
		EB Right	AM	24.2	C	120.1	24.3	C	124.6	4.5	24.3	C	123.8	24.5	C	128.4	4.6
			PM	22.6	C	70.9	22.6	C	73.3	2.4	22.7	C	74.2	22.7	C	76.6	2.4
		WB Left	AM	68.4	E	216.5	68.7	E	216.9	0.4	80.3	F	245.7	80.3	F	245.7	0.0
			PM	52.4	D	162.5	52.4	D	162.5	0.0	57.1	E	179.4	57.1	E	181.9	2.5
		WB Through	AM	38.3	D	431.4	38.6	D	434.3	2.9	40.5	D	453.3	40.9	D	456.7	3.4
			PM	29.0	C	295.3	29.3	C	301.0	5.7	29.4	C	303.6	29.7	C	309.5	5.9
		WB Right	AM	20.7	C	11.5	20.7	C	11.5	0.0	20.9	C	18.0	20.9	C	18.0	0.0
			PM	21.3	C	29.3	21.3	C	29.3	0.0	21.4	C	35.3	21.4	C	35.3	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.
[2] Control delay reported in seconds per vehicle.
[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.
[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

- No, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour. As indicated in *Table 2-1*, the Project is expected to generate 16 inbound trips during the AM peak hour and 48 inbound trips during the PM peak hour. It is noted that a maximum of 5% of inbound Project trips are expected to utilize each freeway off-ramp for nearby freeways in the Project vicinity, such as the US-101 freeway. Therefore, the Project would generate a maximum of 2.4 peak hour trips utilizing nearby freeway off-ramps serving the Project Site. It should also be noted that if as much as 50% of inbound Project trips were assumed to utilize freeway off-ramps serving the Project Site, the Project would still add less than 25 trips to the off-ramps.

As the answer is "no" to the screening criteria question (i.e., the Project does not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM or PM peak hour), a freeway safety analysis is not required.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the on-site loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility?
    - Not Anticipated. While it is envisioned that passenger loading would occur in the proposed on-site parking garage, it is envisioned that some curbside loading/unloading may occur along the Project Site's Mohawk Street, Sunset Boulevard, and Elsinore Street frontages.

- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?

  - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

5.2.3 *Project Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the following three study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Rosemont Avenue / Sunset Boulevard (signalized)
2. Mohawk Street / Sunset Boulevard (signalized)
3. Alvarado Street / Sunset Boulevard (signalized)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The operational analysis was prepared based on the *Highway Capacity Manual*[10] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.7.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.7.2
- Existing Roadway Network: Refer to Section 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Section 3.4
- Related Projects (i.e., within a one-half mile radius) and Ambient Traffic Growth: Refer to Section 3.5

[10] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

LADOT confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU prepared by LLG is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2020) conditions.

(b) Condition (a) with completion and occupancy of the Project.

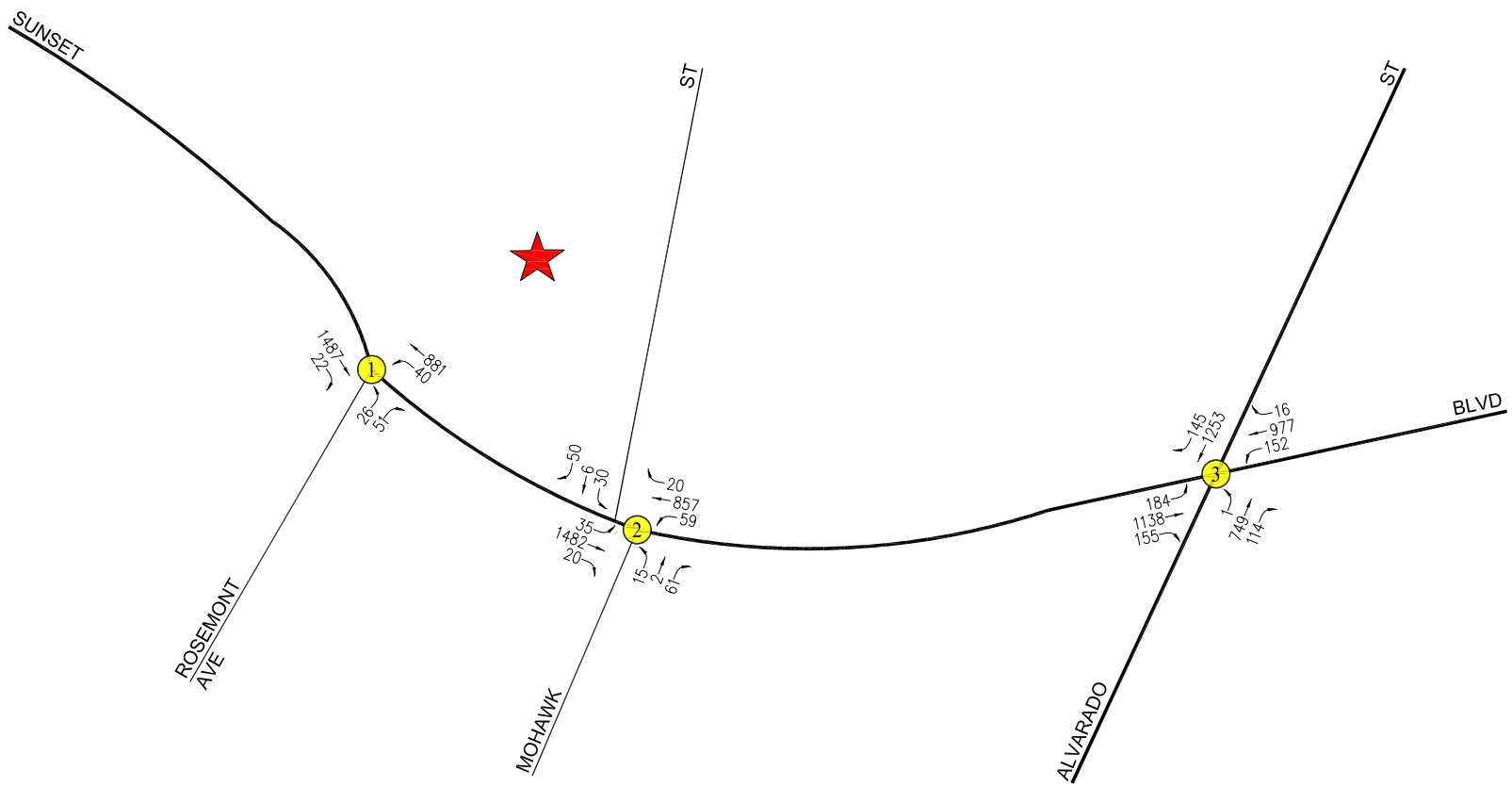
(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2022 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the most constrained approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix D.*

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–9* and *3–10*, respectively. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–1*** and ***5–2***, respectively. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5–3*** and ***5–4***, respectively. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–5*** and ***5–6***, respectively.

As presented in *Table 5–2*, it is concluded the Project will not cause or substantially extend vehicle queuing at the three signalized study intersections (i.e., Rosemont Avenue / Sunset Boulevard, Mohawk Street / Sunset Boulevard, and Alvarado Street / Sunset Boulevard) under the "Existing with Project" scenario. The change in queue length associated with the Project at the three signalized intersections ranges from a reduced queue length to a maximum of 39.4 feet (i.e., just under two vehicles) under the "Existing with Project" scenario. It is noted that there is



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NOT TO SCALE

PROJECT SITE

STUDY INTERSECTION

FIGURE 5-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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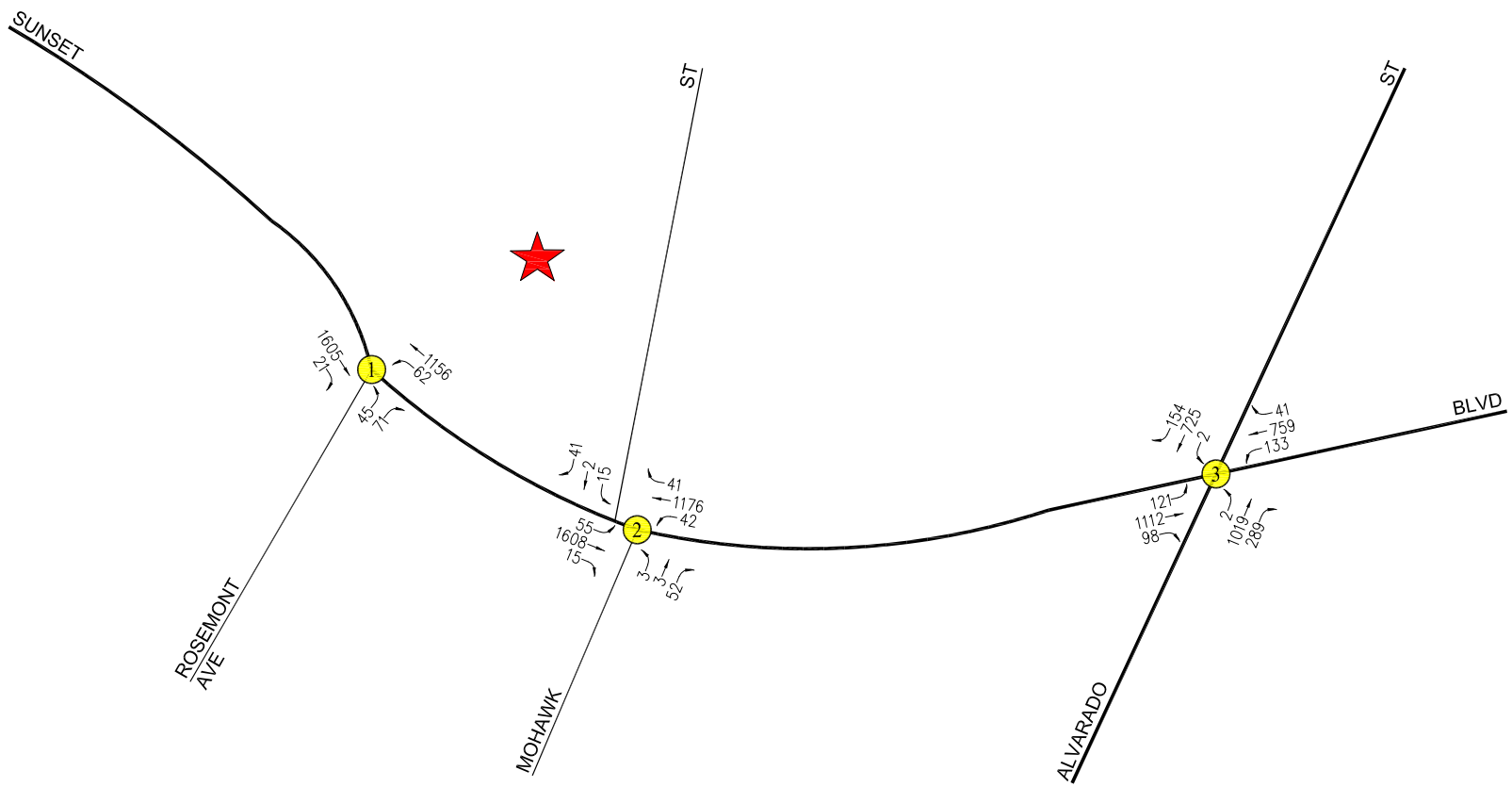

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★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 5-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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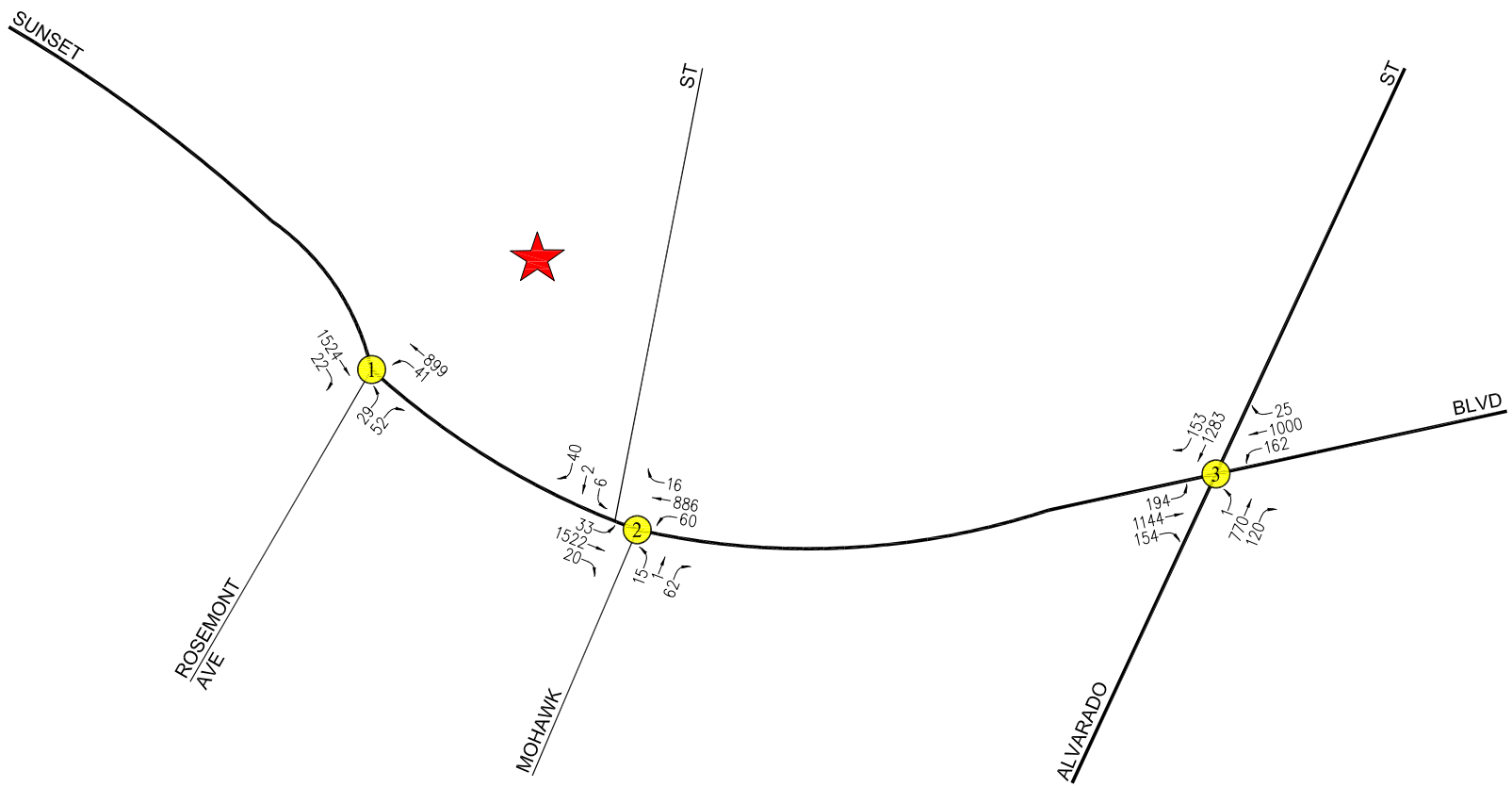

PROJECT SITE
STUDY INTERSECTION

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FIGURE 5-3
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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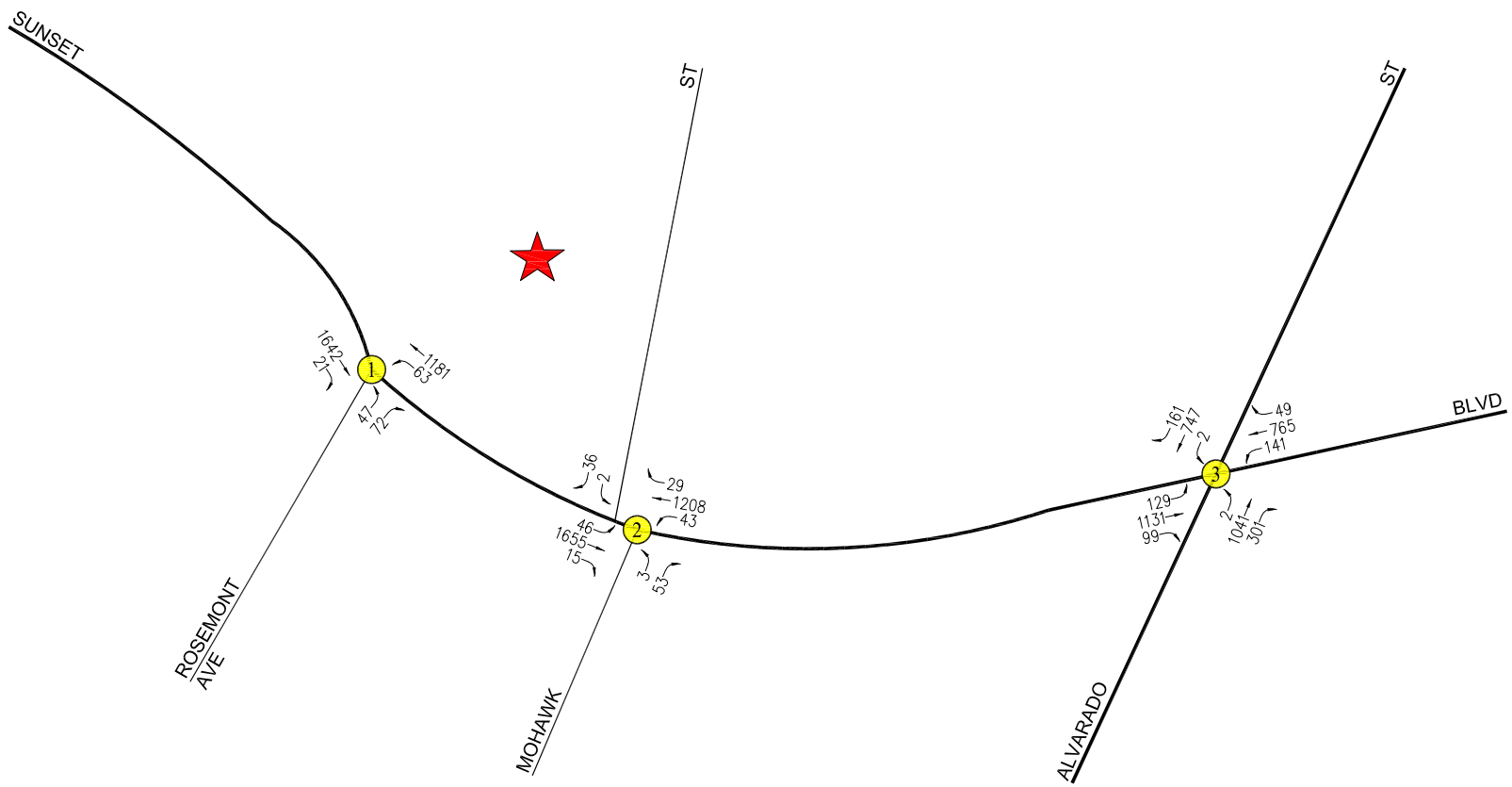

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 5-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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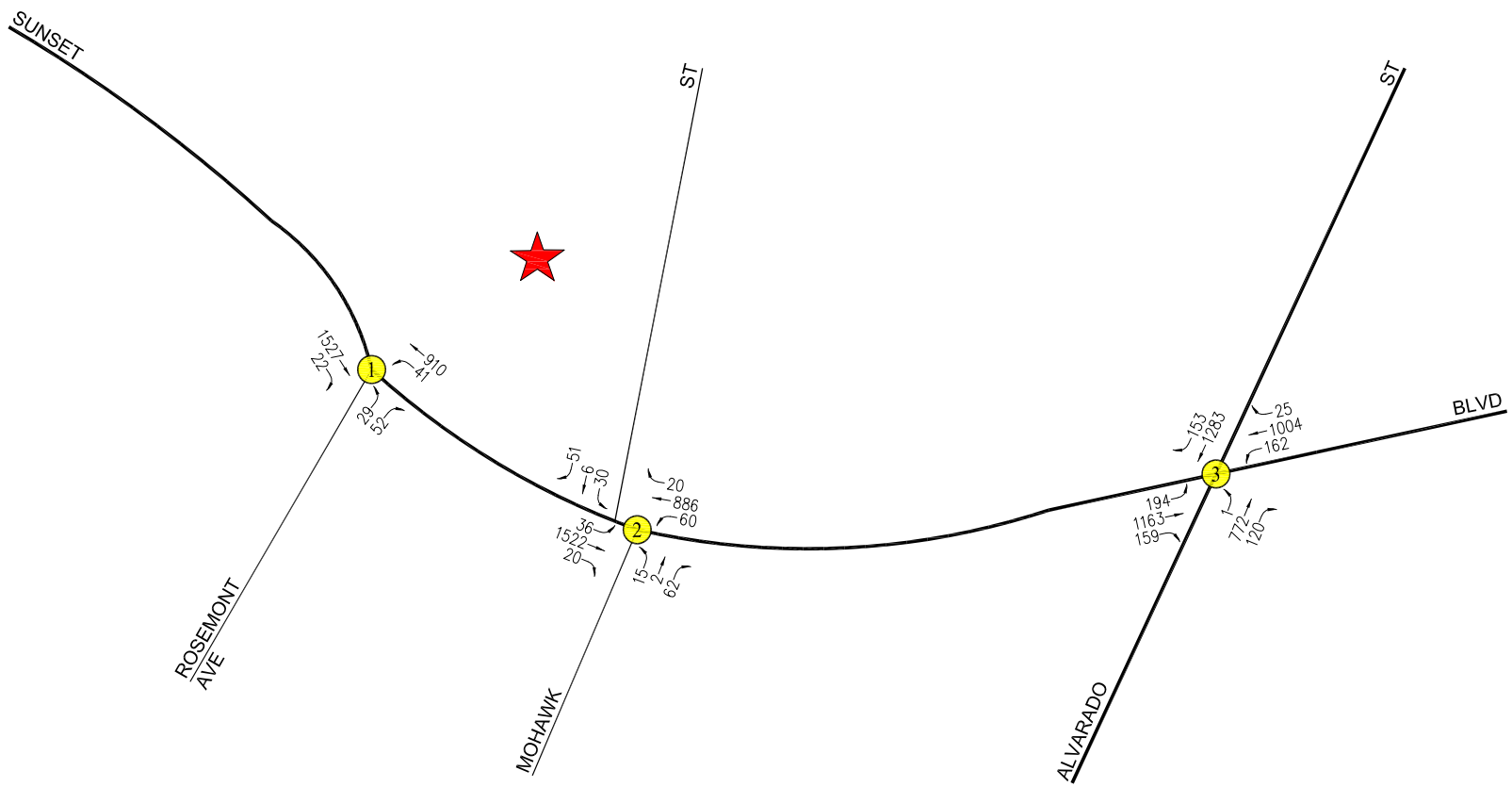

PROJECT SITE
STUDY INTERSECTION

N
NOT TO SCALE

FIGURE 5-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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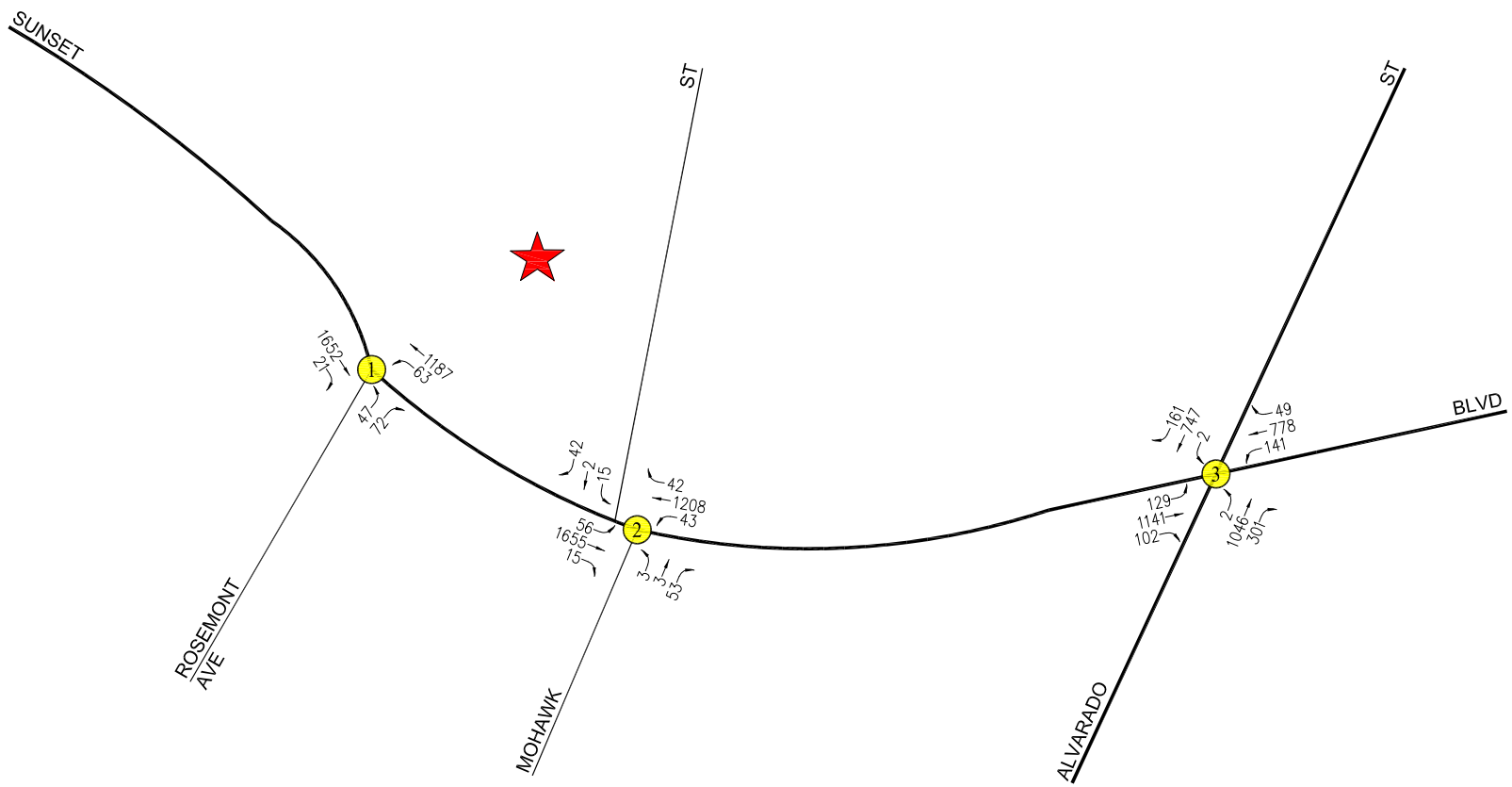

PROJECT SITE
STUDY INTERSECTION

N
NOT TO SCALE

FIGURE 5-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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substantial queuing forecast at the three signalized intersections under the "Future Cumulative without Project" scenario. However, the Project will not cause or substantially extend vehicle queuing at the signalized intersections under the "Future Cumulative with Project" scenario. The change in queue length associated with the Project at the signalized intersections ranges from no change to a maximum of 39.4 feet (i.e., just under two vehicles).

While it is envisioned that passenger loading/unloading would occur within the Project's parking areas, it is envisioned that some curbside loading/unloading would likely occur along the Project Site's Mohawk Street, Elsinore Street, and Sunset Boulevard frontages. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Project Applicant, on-street parking along the direct Project frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
    - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Boulevard or Avenue, such as Alvarado Street and Sunset Boulevard. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Mohawk Street and Elsinore Street (designated as Local Streets), which precludes the need to use travel lanes on Alvarado Street and Sunset Boulevard. The street parking spaces adjacent to the Project Site on Mohawk Street and Elsinore Street are likely associated with the existing uses on the Project Site and would likely be reserved for use by construction vehicles for the duration of construction.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

  - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Collector or Local Street, such as Rosemont Avenue, Mohawk Street, and Elsinore Street. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Mohawk Street and Elsinore Street which precludes the need to use the adjacent travel lanes. The street parking spaces adjacent to the Project Site on Mohawk Street and Elsinore Street are likely associated with the existing uses on the Project Site and would likely be reserved for use by construction vehicles for the duration of construction.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

  - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Mohawk Street, Elsinore Street, and Sunset Boulevard may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. No bicycle routes/lanes in the Project study area are anticipated to require temporary closure. Additionally, the Project Applicant would prepare and implement a Construction Staging and Traffic Management Plan (CSTMP) that would show the location of any temporary street parking or sidewalk closures and would detail alternate routing.

- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

  - No.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

  - Yes. In the event that temporary closures of sidewalks adjacent to the Project Site on Sunset Boulevard are required, an existing bus stop for Metro Local Lines 2, 4, and 603 along the north side of Sunset Boulevard (i.e., along the Project Site's southerly frontage) may become temporarily unavailable. The Project Applicant would therefore prepare a CSTMP that would include coordination with Metro to address any potential conflicts with existing transit service. The CSTMP would also indicate the length of unavailability for the potentially affected bus stop and would indicate a nearby location to which the potentially affected stop could be temporarily relocated.

As the answer is "yes" to two of the screening criteria questions (i.e., the Project may require construction activities that may result in temporary loss of pedestrian access and the Project may require construction activities that may result in temporary loss of an existing bus stop), further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

The evaluation criteria for project construction is focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:
  - The length of time of temporary street closures or closures of two or more travel lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing congestion levels on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures; and
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary loss of access:
  - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
  - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;

- The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
- The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project Site location and physical setting are provided in Section 2.1 and Section 3.0 herein for reference purposes in the Project construction evaluation. The evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in ***Table 5-3***.

As presented in *Table 5-3*, it is concluded that Project construction would not result in the closure of two or more travel lanes and would not impede emergency access. It is noted that signs would be posted advising pedestrians of temporary sidewalk closures and providing

TABLE 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

26-Jun-20

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Mohawk Street (Local Street); Elsinore Street (Local Street); Sunset Boulevard (Avenue I)**	**Temporary closures of the sidewalks adjacent to the Project Site on Mohawk Street, Elsinore Street, and Sunset Boulevard may be required.**
The existing congestion levels on the affected street segments and intersections.	**Acceptable LOS**	
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Mangement Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**Sunset Boulevard**	**Medical clinics and fire stations located along Sunset Boulevard are anticipated to regularly use Sunset Boulevard. However, Project construction will not require closure of two or more travel lanes on Sunset Boulevard.**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction of the Project.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	**None**	**N/A**
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access.	**Signs indicating alternative routes will be provided.**	**The Project Applicant will prepare a CSTMP which would detail alternate routing.**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**
TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**Unknown**	**In the event that temporary closures of sidewalks adjacent to Sunset Boulevard are required, an existing bus stop for Metro Lines 2, 4, and 603 on Westbound Sunset Boulevard bordering the Project Site may become temporarily unavailable. The Project Applicant will prepare a CSTMP which would include coordination with Metro to address any potential conflicts with existing transit service.**
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated.	**Available**	**The Project Applicant will prepare a CSTMP which would indicate a nearby location to which the potetnially affected bus stop can be temporarily relocated.**
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes.	**Available**	**Existing bus stops for Metro Lines 2, 4, and 603 on Westbound Sunset Boulevard are located at the Alvarado Street / Sunset Boulevard intersection approximately 800 feet east of the potentially affected stop and at the Coronado Street / Sunset Boulevard intersection approximately 980 feet west of the potentially affected stop.**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**Temporary unavailability or interruption would occur on weekdays, weekends, and holdiays.**	**Metro Lines 2, 4, and 603 provide service on weekdays, weekends, and holidays. The Project Applicant will prepare a CSTMP which would indicate the length of temporary unavailability for the potentially affected stop.**

alternative routes. Additionally, the Project Applicant would prepare a CSTMP that would include coordination with Metro regarding potential conflicts with existing transit service, indicate length of temporary unavailability of a potentially affected bus stop, and indicate a nearby location to which the potentially affected stop can be temporarily relocated. It is also noted that the street parking spaces adjacent to the Project Site on Mohawk Street and Elsinore Street would likely be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing uses on the Project Site (which will be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to adjacent land uses.

5.3.3 *Recommended Project-Specific Action Items*

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

Specifically, the CSTMP will include, but not be limited to, the following measures:

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.

- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.

- Coordination with Metro to address any potential conflicts with existing transit service.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.

- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.

- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.

- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.

- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.

- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.

- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed.

Any lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

In addition to the CSTMP, approvals required by the City of Los Angeles for implementation of the Project include a Truck Haul Route program. The proposed haul routes would require review and approval by the City of Los Angeles. It is noted that any approvals as it relates to construction are regulatory and will not alter the conclusions of the transportation assessment.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Project consists of the removal of the existing land uses and developing 158 residential apartment dwelling units and 18 affordable family housing dwelling units. The Project proposes to provide a total of 203 parking spaces within an on-site parking garage. Construction and occupancy of the Project is planned to be completed by the year 2022.

- ***Study Scope –*** This transportation assessment (i) presents a CEQA assessment of Project-related VMT, (ii) provides a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) presents a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) provides a non-CEQA evaluation of Project access, safety and circulation, (v) provides a non-CEQA review of Project construction activities, and (vi) recommends mitigation and improvement measures, where necessary. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 69 net new vehicle trips (16 inbound trips and 53 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 77 net new vehicle trips (48 inbound trips and 29 outbound trips).

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City transportation plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of "less than significant" can be made for the Project. Further, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other requirements pursuant to the LAMC.

  - *VMT Analysis:* The Project is not expected to result in a significant VMT impact. Further, based on the Project-related VMT analysis and the conclusions reported in Subsection 4.2.3 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

  - *Geometric Design Review:* As the proposed driveway will comply with MPP Section 321 to meet the standard driveway width criteria and based on a review of the forecast net new weekday AM and PM peak hour Project traffic volumes (i.e., those traffic volumes summarized in Section 2.7 herein), no safety concerns have been noted related to geometric design, and a determination of "less than significant" can be made for the Project.

- *CEQA Transportation Measures:* The Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT or geometric design. However, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code Section 12.26.J) and the other requirements per the City's Municipal Code.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* It is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.

  - *Project Access and Circulation Review:* It is concluded the Project's weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the three study intersections analyzed (i.e., as summarized in Subsection 5.2.3 herein).

  - *Project Construction Effect on Nearby Mobility:* While it is concluded the Project would not result in the closure of two or more travel lanes and would not impede emergency access, it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, any applicable bus stop relocation information, a detour plan, haul route(s), and a staging plan.

  - *Non-CEQA Transportation Measures:* For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 2217-2235 Sunset Boulevard Residential

Project Address: 2217-2235 Sunset Boulevard & 2216-2218 Elsinore Street

Project Description: Development of 158 residential apartment dwelling units and 18 affordable family housing dwelling units.

LADOT Project Case Number: CEN20-49808 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 25 % W 25 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition and LADOT "Transportation Assessment Guidelines" Affordable Housing Trip Rates

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☐	☒
Previous Land Use	☒	☐
Internal Trip	☐	☒
Pass-By Trip	☒	☐

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

	IN	OUT	TOTAL
AM Trips	16	53	69
PM Trips	48	29	77

NET Daily Trips 648
(From VMT Calculator version 1.3)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1. Rosemont Avenue / Sunset Boulevard
2. Mohawk Street / Sunset Boulevard
3. Alvarado Street / Sunset Boulevard

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

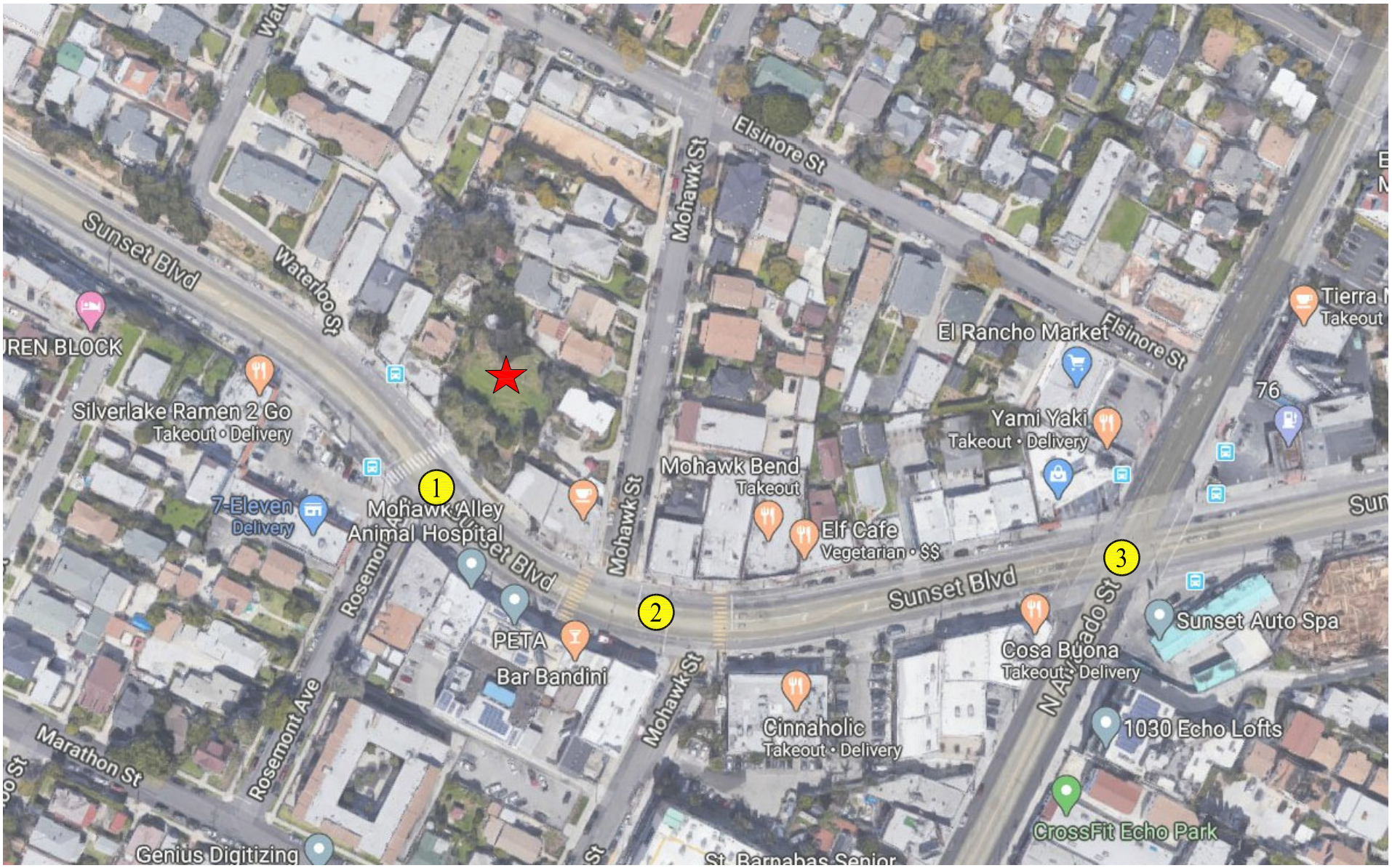
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law, & Greenspan, Engineers	Cypress Equity Investments
Address:	20931 Burbank Boulevard, Suite C	12121 Wilshire Boulevard, Suite 801
	Woodland Hills, CA 91367	Los Angeles, CA 90025
Phone Number:	818.835.8648	310.405.0521
E-Mail:	shankar@llgengineers.com	greg@cypressequity.com

Approved by:	x		06/25/2020	x		06/25/2020
		Consultant's Representative	Date		LADOT Representative	*Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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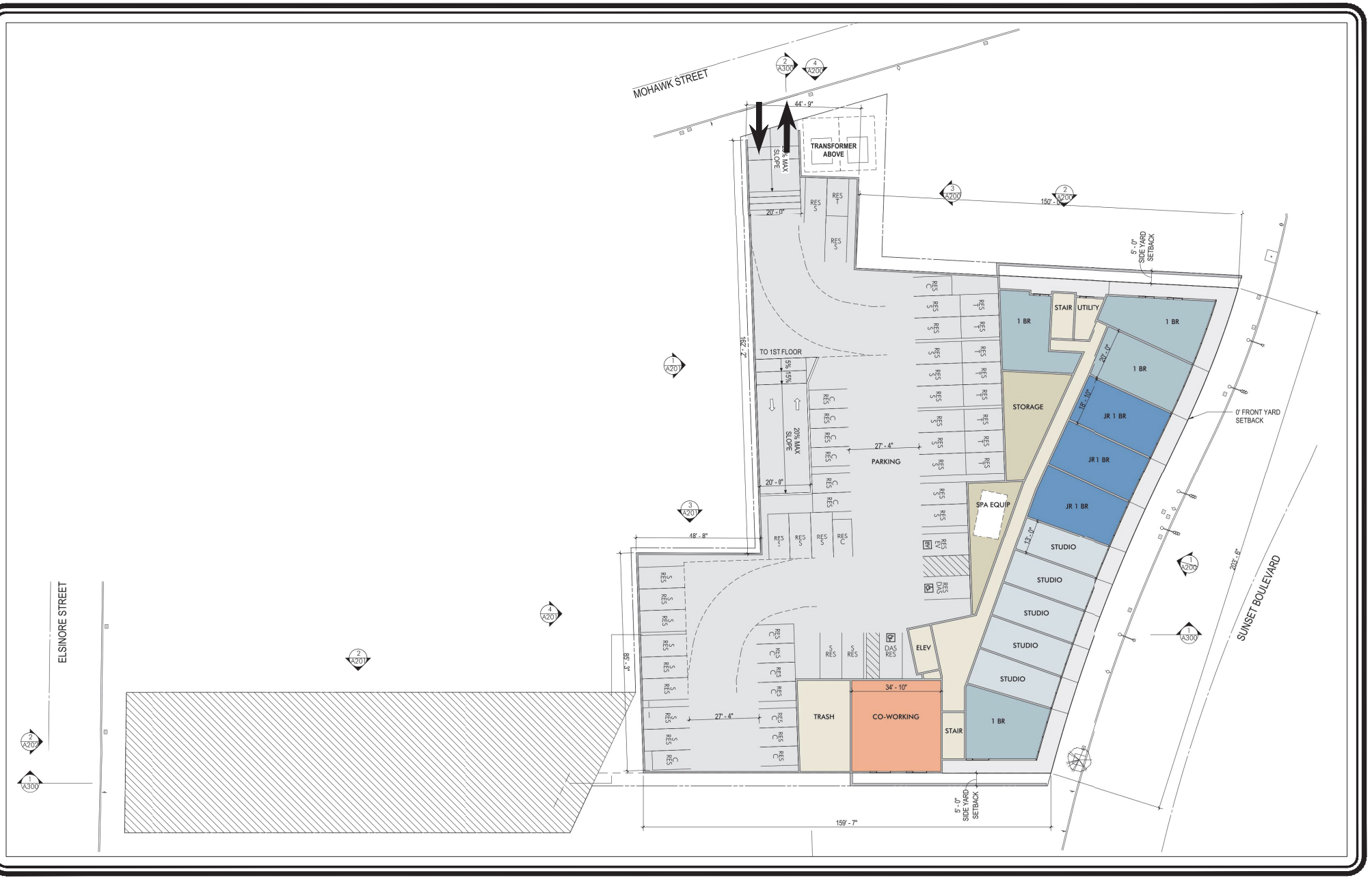

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MAP SOURCE: OTTINGER ARCHITECTS

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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Table 2-1
PROJECT TRIP GENERATION [1]

24-Jun-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	158 DU	17	56	73	55	33	88
Affordable Family Housing [4]	18 DU	3	6	9	4	3	7
Subtotal		20	62	82	59	36	95
Transit Trips [5]							
Apartments (15%)		(3)	(8)	(11)	(8)	(5)	(13)
Subtotal		(3)	(8)	(11)	(8)	(5)	(8)
Subtotal Project Driveway Trips		**17**	**54**	**71**	**51**	**31**	**82**
Existing Site							
Single-Family Home [6]	(1) DU	0	(1)	(1)	(1)	0	(1)
Retail [7]	(2,988) GSF	(2)	(1)	(3)	(5)	(6)	(11)
Subtotal		(2)	(2)	(4)	(6)	(6)	(12)
Transit Trips [5]							
Retail (15%)		0	0	0	1	1	2
Subtotal		0	0	0	1	1	2
Subtotal Existing Driveway Trips		**(2)**	**(2)**	**(4)**	**(5)**	**(5)**	**(10)**
NET INCREASE DRIVEWAY TRIPS		**15**	**52**	**67**	**46**	**26**	**72**
Existing Pass-By Trips [8]							
Retail (50%)		1	1	2	2	3	5
NET INCREASE "OFF-SITE" TRIPS		**16**	**53**	**69**	**48**	**29**	**77**

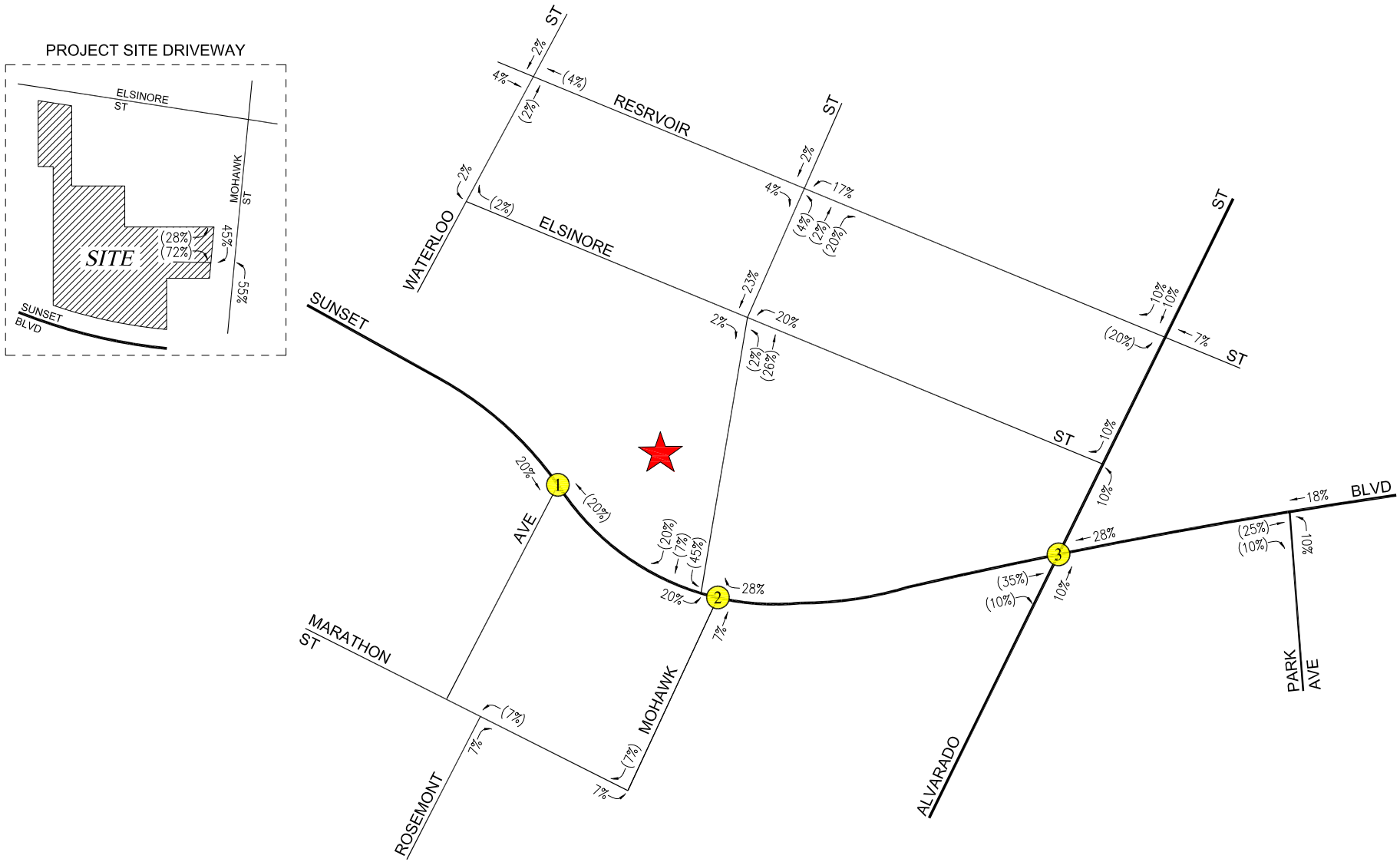
[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The project site is located within a 1/4 mile of a Metro RapidBus stop. The trip reduction for transit trips has been applied based on the LADOT "Transportation Assessment Guidelines", July 2019, for developments within a 1/4 mile walking distance of a transit station or RapidBus stop.
[6] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[8] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the existing retail component based on the "LADOT Transportation Assessment Guidelines", July 2019 for Shopping Center less than 50,000 square feet.



N

NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 2-3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

o:\0486\dwg\f2-3.dwg 06/24/2020 17:55:40 shankar llg exhibits color.ctb

Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

24-Jun-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	1455 N. Alvarado Street Mixed-Use Project	Proposed	1455 N. Alvarado Street	Retail Restaurant	2,984 GSF 5,050 GSF	790	33	29	62	33	26	59
2	Alvarado Temple Apartments	Proposed	422 N. Alvarado Street	Apartments	75 DU	380	8	19	27	20	13	33
3	1911 W. Sunset Boulevard Mixed-Use Project	Proposed	1911 W. Sunset Boulevard	Apartments Retail	170 DU 13,000 GSF	670	13	37	50	33	22	55
TOTAL						1,840	54	85	139	86	61	147

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.988	ksf
Housing | Single Family	1	DU
Retail | General Retail	2.988	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
100 Daily Vehicle Trips	748 Daily Vehicle Trips
666 Daily VMT	4,709 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	648 Net Daily Trips
The net increase in daily VMT ≤ 0	4,043 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/24/2020

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Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
748 Daily Vehicle Trips	**748** Daily Vehicle Trips
4,709 Daily VMT	**4,709** Daily VMT
5.8 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	158	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 413			
Proposed Project		***With Mitigation***	
748	**Daily Vehicle Trips**	**748**	**Daily Vehicle Trips**
4,709	**Daily VMT**	**4,709**	**Daily VMT**
5.8	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residentia
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	157	-23.6%	120	7.7	1,209	924
Home Based Other Production	434	-36.4%	276	5.3	2,300	1,463
Non-Home Based Other Production	203	-3.9%	195	7.1	1,441	1,385
Home-Based Work Attraction	0	0.0%	0	9.9	0	0
Home-Based Other Attraction	207	-46.4%	111	5.7	1,180	633
Non-Home Based Other Attraction	49	-6.1%	46	6.6	323	304

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	120	924	0.0%	120	924
Home Based Other Production	0.0%	276	1,463	0.0%	276	1,463
Non-Home Based Other Production	0.0%	195	1,385	0.0%	195	1,385
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	111	633	0.0%	111	633
Non-Home Based Other Attraction	0.0%	46	304	0.0%	46	304

MXD VMT Methodology Per Capita & Per Employee

Total Population: 413
Total Employees: 0
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,387**	**2,387**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.8**	**5.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	06/24/2020

APPENDIX B

MANUAL TRAFFIC COUNT DATA

Intersection Turning Movement

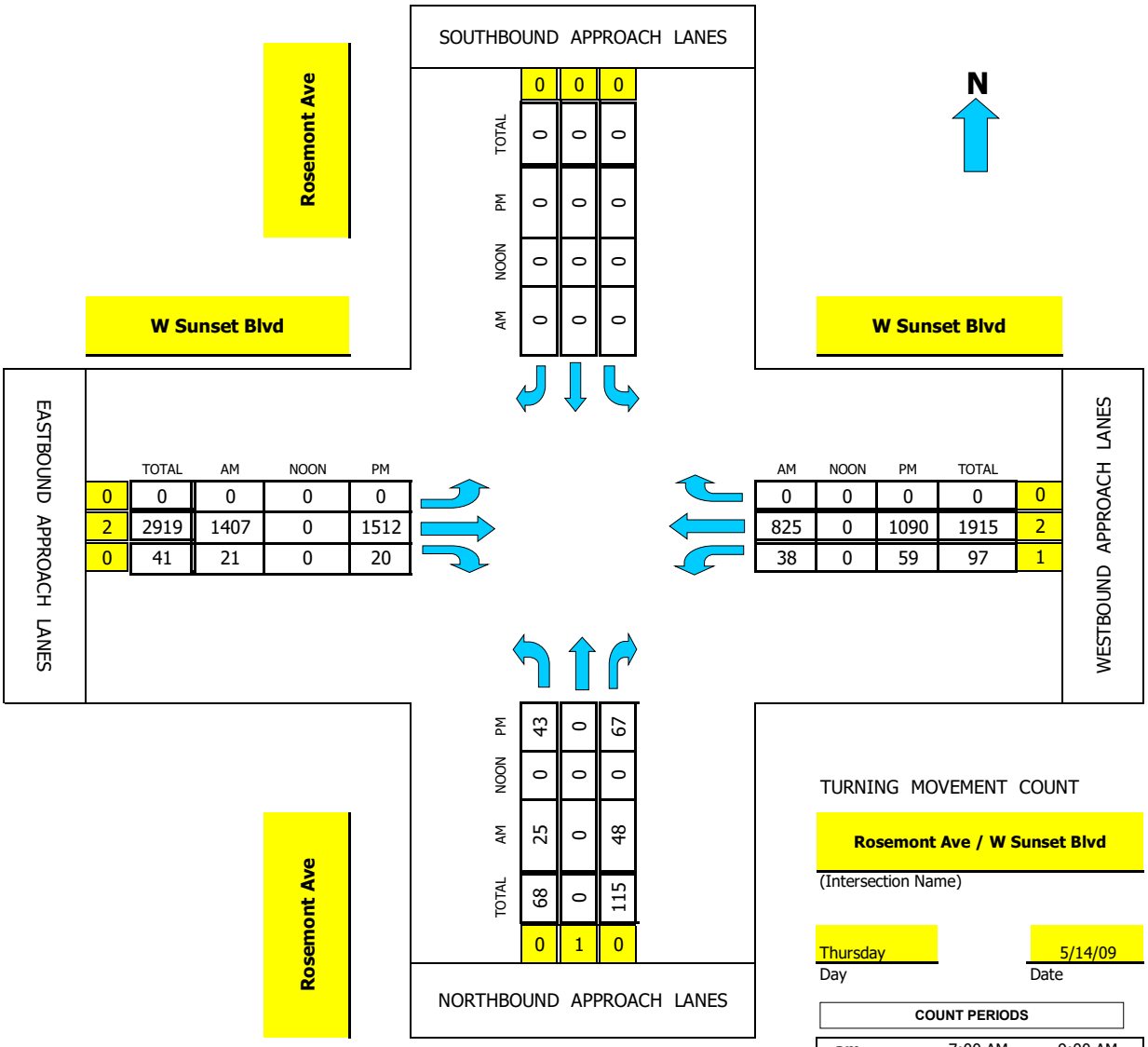
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Rosemont Ave/W Sunset Blvd

Project #: Historical



	TOTAL	AM	NOON	PM
0	0	0	0	0
2	2919	1407	0	1512
0	41	21	0	20

	AM	NOON	PM	TOTAL
0	0	0	0	0
2	825	0	1090	1915
1	38	0	59	97

	0	0	0
TOTAL	0	0	0
PM	0	0	0
NOON	0	0	0
AM	0	0	0

PM	43	0	67
NOON	0	0	0
AM	25	0	48
TOTAL	68	0	115
	0	1	0

TURNING MOVEMENT COUNT

Rosemont Ave / W Sunset Blvd

(Intersection Name)

Thursday — Day

5/14/09 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

CONTROL: Signalized

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Rosemont Ave DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8		10					218	5	4	173		418
7:15 AM	10		9					285	5	9	214		532
7:30 AM	9		10					346	8	10	182		565
7:45 AM	8		11					372	7	7	215		620
8:00 AM	11		13					329	6	13	208		580
8:15 AM	4		13					340	4	10	196		567
8:30 AM	2		11					366	4	8	206		597
8:45 AM	9		10					341	5	9	193		567
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	61	0	87	0	0	0	0	2597	44	70	1587	0	4446

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	25	0	48	0	0	0	0	1407	21	38	825	0	2364
PEAK HR. FACTOR:		0.760			0.000			0.942			0.972		0.953

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Rosemont Ave DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11		22					353	11	16	277		690
4:15 PM	6		17					368	7	5	277		680
4:30 PM	12		17					369	3	6	265		672
4:45 PM	12		21					360	8	14	278		693
5:00 PM	4		19					387	3	15	286		714
5:15 PM	13		14					380	5	10	256		678
5:30 PM	14		13					385	4	20	270		706
5:45 PM	14		13					372	11	7	259		676
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	86	0	136	0	0	0	0	2974	52	93	2168	0	5509

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	43	0	67	0	0	0	0	1512	20	59	1090	0	2791
PEAK HR. FACTOR:		0.833			0.000			0.982			0.954		0.977

CONTROL: Signalized

Intersection Turning Movement

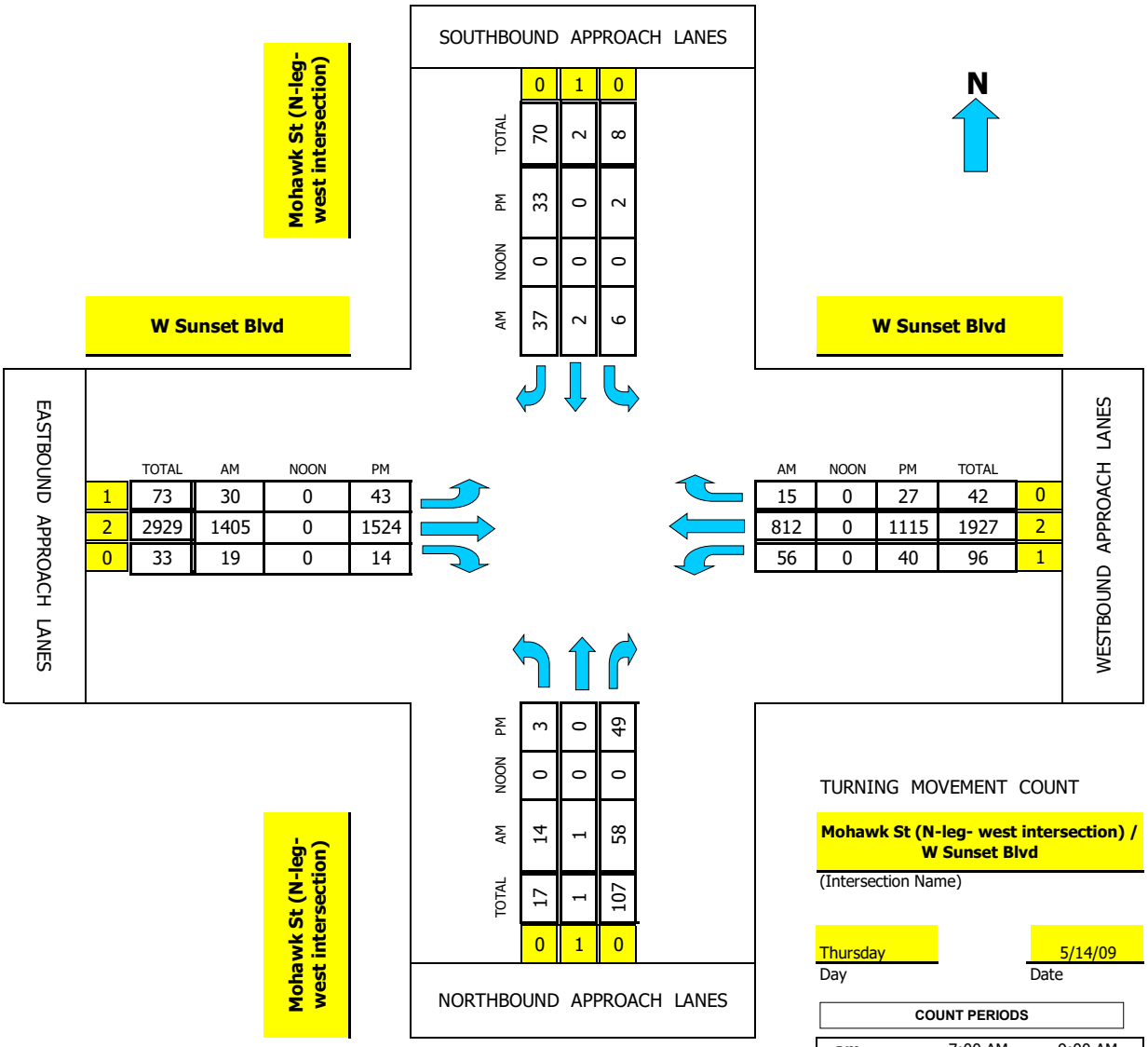
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Mohawk St (N-leg- west intersection)/W Sunset Blvd

Project #: Historical



	TOTAL	AM	NOON	PM
0	70	37	0	33
1	2	2	0	0
0	8	6	0	2

	TOTAL	AM	NOON	PM
1	73	30	0	43
2	2929	1405	0	1524
0	33	19	0	14

	AM	NOON	PM	TOTAL
0	15	0	27	42
2	812	0	1115	1927
1	56	0	40	96

	TOTAL	AM	NOON	PM
0	17	14	0	3
1	1	1	0	0
0	107	58	0	49

TURNING MOVEMENT COUNT

Mohawk St (N-leg- west intersection) / W Sunset Blvd

(Intersection Name)

Thursday — Day

5/14/09 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

CONTROL: 2-Way Stop (NB/SB)

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mohawk St (N-leg- west intersection) DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	21	0	0	3	1	229	3	19	175	0	453
7:15 AM	0	0	20	1	0	2	8	280	2	14	218	1	546
7:30 AM	0	0	18	1	0	6	6	346	8	16	188	1	590
7:45 AM	1	0	21	0	0	13	7	369	2	9	207	3	632
8:00 AM	7	1	12	4	1	8	4	340	4	19	210	4	614
8:15 AM	5	0	12	1	0	8	5	336	6	9	189	4	575
8:30 AM	1	0	13	1	1	8	14	360	7	19	206	4	634
8:45 AM	5	0	12	2	0	9	8	333	5	17	187	3	581
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 21	NT 1	NR 129	SL 10	ST 2	SR 57	EL 53	ET 2593	ER 37	WL 122	WT 1580	WR 20	TOTAL 4625

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	14	1	58	6	2	37	30	1405	19	56	812	15	2455
PEAK HR. FACTOR:		0.830			0.865			0.954			0.947		0.968

CONTROL: 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mohawk St (N-leg- west intersection) DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1		5	0		8	9	360	5	14	284	6	692
4:15 PM	0		13	1		8	14	370	2	12	275	8	703
4:30 PM	2		16	1		12	14	367	3	12	255	16	698
4:45 PM	2		10	0		10	12	368	2	8	282	7	701
5:00 PM	0		13	2		6	7	390	9	11	294	8	740
5:15 PM	0		14	0		7	11	384	0	10	261	2	689
5:30 PM	1		12	0		10	13	382	3	11	278	10	720
5:45 PM	2		10	0		8	10	374	1	8	256	7	676
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	8	0	93	4	0	69	90	2995	25	86	2185	64	5619

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	3	0	49	2	0	33	43	1524	14	40	1115	27	2850
PEAK HR. FACTOR:		0.929			0.875			0.974			0.944		0.963

CONTROL: 2-Way Stop (NB/SB)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South N Alvarado St

East/West W Sunset Blvd

Day: Thursday Date: 05/23/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	127	114	184	137
BIKES	8	24	108	95
BUSES	44	69	108	95

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	235	7.45	389	7.30	365	7.45	311	7.30
PM PK 15 MIN	352	16.30	269	17.30	357	15.15	263	15.00
AM PK HOUR	879	7.15	1459	7.00	1445	7.45	1177	7.15
PM PK HOUR	1308	16.30	968	17.00	1347	16.00	961	15.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	2	732	99	833	*7-8*	0	1322	137	1459	2292	65	21	61	44
8-9	2	724	98	824	*8-9*	0	1202	155	1357	2181	74	9	63	8
9-10	1	703	88	792	*9-10*	1	1201	172	1374	2166	59	0	79	13
15-16	6	1011	172	1189	*15-16*	2	768	125	895	2084	129	14	133	45
16-17	2	973	259	1234	*16-17*	0	725	153	878	2112	125	9	141	24
17-18	3	875	311	1189	*17-18*	3	811	154	968	2157	101	25	134	34
TOTAL	16	5018	1027	6061	TOTAL	6	6029	896	6931	12992	553	78	611	168

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	167	860	104	1131	*7-8*	126	998	15	1139	2270	40	26	27	29
8-9	161	1038	212	1411	*8-9*	167	859	12	1038	2449	60	5	49	6
9-10	173	809	127	1109	*9-10*	144	827	33	1004	2113	57	2	40	10
15-16	157	967	112	1236	*15-16*	131	789	41	961	2197	89	21	58	24
16-17	128	1129	90	1347	*16-17*	116	733	51	900	2247	105	17	61	10
17-18	87	1064	54	1205	*17-18*	136	769	23	928	2133	81	17	58	19
TOTAL	873	5867	699	7439	TOTAL	820	4975	175	5970	13409	432	88	293	98

Prepared by National Data & Surveying Services

N Alvarado St & W Sunset Blvd

Peak Hour Turning Movement Count

ID: 19-05314-001
City: Los Angeles

Day: Thursday
Date: 05/23/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NONE	NONE
04:15 PM - 05:15 PM	03:00 PM - 06:00 PM

N Alvarado St — SOUTHBOUND

AM	144	1241	0	0	938	AM
NOON	0	0	0	0	0	NOON
PM	152	718	2	0	1165	PM
	0	3	0	0		

W Sunset Blvd — EASTBOUND

AM	NOON	PM	
1108	0	893	
0	0	0	0
182	0	120	1
1108	0	1091	3
149	0	94	0
AM	NOON	PM	

W Sunset Blvd — WESTBOUND

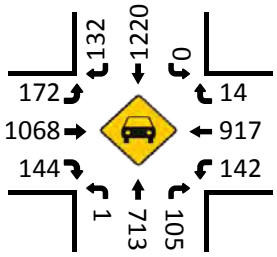
PM	NOON	AM	
41	0	16	0
739	0	963	3
132	0	150	1
0	0	0	0
1379	0	1221	
PM	NOON	AM	

N Alvarado St — NORTHBOUND

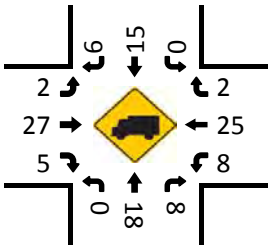
PM	944	0	2	1004	286	PM
NOON	0	0	0	0	0	NOON
AM	1540	0	1	740	113	AM
		0	0	2	0	

CONTROL			
Signalized			
TEV	4807	0	4381
	AM	NOON	PM
PHF	0.95		0.97

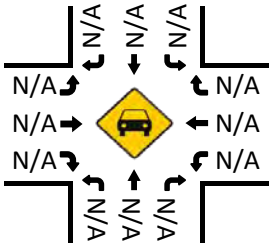
Cars (AM)



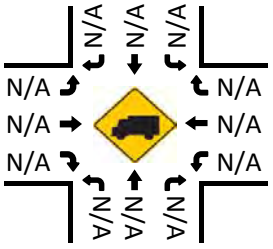
HT (AM)



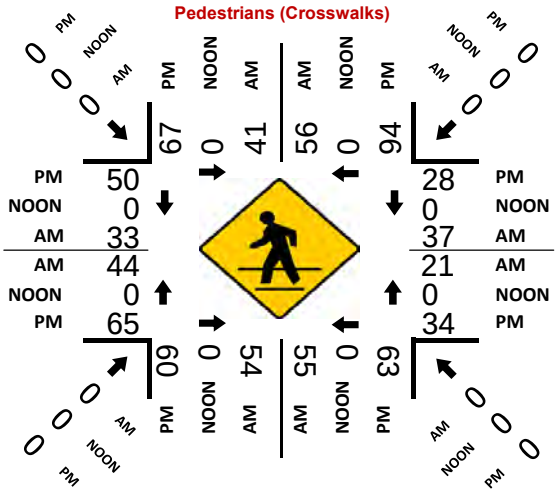
Cars (NOON)



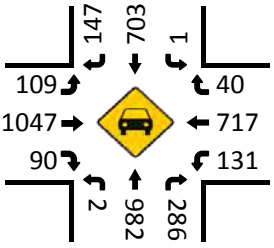
HT (NOON)



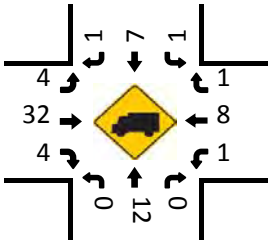
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Alvarado St & W Sunset Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05314-001
Date: 5/23/2019

Total

NS/EW Streets:	N Alvarado St				N Alvarado St				W Sunset Blvd				W Sunset Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	3	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	148	21	0	0	336	24	0	30	134	19	0	22	230	1	0	966
7:15 AM	0	189	19	0	0	341	33	0	45	170	23	0	39	238	5	0	1102
7:30 AM	0	194	26	0	0	349	40	0	53	267	25	0	32	274	5	0	1265
7:45 AM	1	201	33	0	0	296	40	0	39	289	37	0	33	256	4	0	1229
8:00 AM	0	194	22	0	0	299	34	0	48	283	34	0	46	242	3	0	1205
8:15 AM	0	151	32	0	0	297	30	0	42	269	53	0	39	191	4	0	1108
8:30 AM	1	194	17	0	0	313	45	0	33	238	80	0	40	207	2	1	1171
8:45 AM	1	185	27	0	0	293	46	0	38	248	45	0	41	219	3	0	1146
9:00 AM	1	179	22	0	0	285	51	0	41	207	32	0	45	208	8	0	1079
9:15 AM	0	185	22	0	1	281	36	0	41	211	38	0	40	184	4	0	1043
9:30 AM	0	176	26	0	0	317	51	0	47	208	23	0	33	203	10	0	1094
9:45 AM	0	163	18	0	0	318	34	0	43	183	34	1	26	232	11	0	1063
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	2159	285	0	1	3725	464	0	500	2707	443	1	436	2684	60	1	13471
APPROACH %'s :	0.20%	88.16%	11.64%	0.00%	0.02%	88.90%	11.07%	0.00%	13.69%	74.14%	12.13%	0.03%	13.71%	84.38%	1.89%	0.03%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	740	113	0	0	1241	144	0	182	1108	149	0	150	963	16	0	4807
PEAK HR FACTOR :	0.250	0.920	0.856	0.000	0.000	0.889	0.900	0.000	0.858	0.958	0.703	0.000	0.815	0.879	0.800	0.000	0.950
	0.909				0.890				0.986				0.908				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	3	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	234	37	0	1	172	32	0	36	221	33	0	32	226	5	0	1030
3:15 PM	1	243	47	0	0	168	26	0	50	273	33	1	28	162	15	0	1047
3:30 PM	3	273	45	0	0	217	39	0	38	232	15	0	39	189	8	0	1098
3:45 PM	1	261	43	0	1	211	28	0	32	241	31	0	32	212	13	0	1106
4:00 PM	1	217	52	0	0	189	37	0	33	273	14	0	30	185	17	0	1048
4:15 PM	1	220	57	0	0	182	43	0	43	279	22	0	30	188	8	0	1073
4:30 PM	0	280	72	0	0	190	28	0	22	292	22	0	26	169	10	0	1111
4:45 PM	0	256	78	0	0	164	45	0	30	285	32	0	30	191	16	0	1127
5:00 PM	1	248	79	0	2	182	36	0	25	235	18	0	46	191	7	0	1070
5:15 PM	2	220	72	0	0	190	35	0	17	302	17	0	26	179	2	0	1062
5:30 PM	0	212	71	0	1	229	39	0	22	263	7	0	35	187	5	0	1071
5:45 PM	0	195	89	0	0	210	44	0	23	264	12	0	29	212	9	0	1087
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	2859	742	0	5	2304	432	0	371	3160	256	1	383	2291	115	0	12930
APPROACH %'s :	0.30%	79.15%	20.54%	0.00%	0.18%	84.06%	15.76%	0.00%	9.79%	83.42%	6.76%	0.03%	13.73%	82.14%	4.12%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	1004	286	0	2	718	152	0	120	1091	94	0	132	739	41	0	4381
PEAK HR FACTOR :	0.500	0.896	0.905	0.000	0.250	0.945	0.844	0.000	0.698	0.934	0.734	0.000	0.717	0.967	0.641	0.000	0.972
	0.918				0.969				0.940				0.934				

APPENDIX C

VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.988	ksf
Housing | Single Family	1	DU
Retail | General Retail	2.988	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
100 Daily Vehicle Trips	748 Daily Vehicle Trips
666 Daily VMT	4,709 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	648 Net Daily Trips
The net increase in daily VMT ≤ 0	4,043 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
748 Daily Vehicle Trips	**748** Daily Vehicle Trips
4,709 Daily VMT	**4,709** Daily VMT
5.8 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	158	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 413			
Proposed Project		***With Mitigation***	
748	**Daily Vehicle Trips**	**748**	**Daily Vehicle Trips**
4,709	**Daily VMT**	**4,709**	**Daily VMT**
5.8	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residentia
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	157	-23.6%	120	7.7	1,209	924
Home Based Other Production	434	-36.4%	276	5.3	2,300	1,463
Non-Home Based Other Production	203	-3.9%	195	7.1	1,441	1,385
Home-Based Work Attraction	0	0.0%	0	9.9	0	0
Home-Based Other Attraction	207	-46.4%	111	5.7	1,180	633
Non-Home Based Other Attraction	49	-6.1%	46	6.6	323	304

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	120	924	0.0%	120	924
Home Based Other Production	0.0%	276	1,463	0.0%	276	1,463
Non-Home Based Other Production	0.0%	195	1,385	0.0%	195	1,385
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	111	633	0.0%	111	633
Non-Home Based Other Attraction	0.0%	46	304	0.0%	46	304

MXD VMT Methodology Per Capita & Per Employee

Total Population: 413
Total Employees: 0
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,387**	**2,387**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.8**	**5.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	06/24/2020

APPENDIX D

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

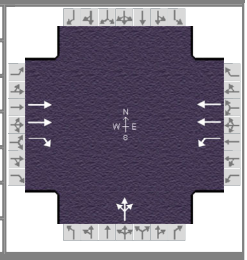
LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCS7 Signalized Intersection Results Summary

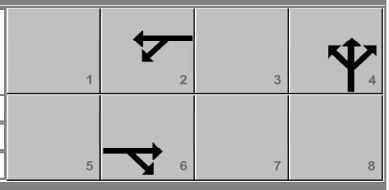
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1484	22	40	870		26	0	51			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.0		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1562	23	42	916			81				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	330	1781			1646				
Queue Service Time (g_s), s		33.4	0.6	11.1	14.8			3.0				
Cycle Queue Clearance Time (g_c), s		33.4	0.6	44.5	14.8			3.0				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	131	1872			598				
Volume-to-Capacity Ratio (X)		0.835	0.028	0.321	0.489			0.136				
Back of Queue (Q), ft/ln (95 th percentile)		491.6	10	50.4	241.9			52.4				
Back of Queue (Q), veh/ln (95 th percentile)		19.4	0.4	2.0	9.5			2.1				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.0	10.3	36.9	13.6			19.2				
Incremental Delay (d_2), s/veh		4.6	0.1	6.4	0.9			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		22.6	10.3	43.2	14.6			19.3				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	22.4	C		15.8	B		19.3	B		0.0		
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.80	B	1.28	A	0.62	A		

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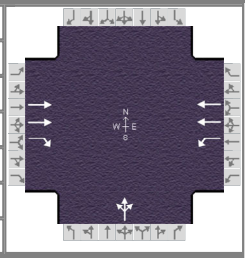
HCS7 Signalized Intersection Results Summary

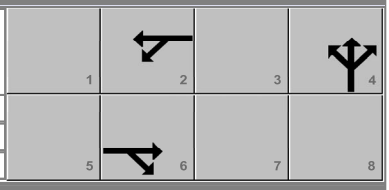
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1595	21	62	1150		45	0	71			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.4		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1628	21	63	1173			118				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	309	1781			1656				
Queue Service Time (g_s), s		35.9	0.6	11.4	21.0			4.4				
Cycle Queue Clearance Time (g_c), s		35.9	0.6	47.3	21.0			4.4				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	119	1872			602				
Volume-to-Capacity Ratio (*X*)		0.870	0.026	0.531	0.627			0.197				
Back of Queue (*Q*), ft/ln (95 th percentile)		530.9	9.3	87.3	323			78.5				
Back of Queue (*Q*), veh/ln (95 th percentile)		20.9	0.4	3.4	12.7			3.1				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.7	10.3	41.5	15.1			19.6				
Incremental Delay (d_2), s/veh		5.8	0.1	15.9	1.6			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		24.5	10.3	57.4	16.7			19.8				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	24.3	C		18.8	B		19.8	B		0.0		
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.85	B	1.51	B	0.68	A		

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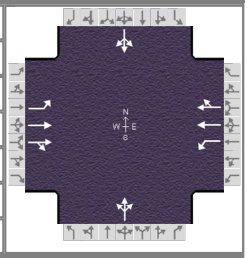
HCS7 Signalized Intersection Results Summary

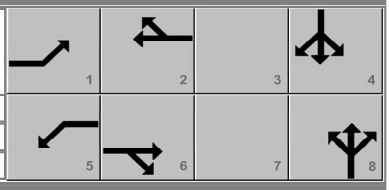
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Existing.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1482	20	59	857	16	15	1	61	6	2	39

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		5.0		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.4		4.5
Queue Clearance Time (g_s), s	3.5		4.8			6.1		14.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.04		0.30			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	775	773	61	451	449		79			48	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1861	1781	1870	1858		1623			1618	
Queue Service Time (g_s), s	1.5	35.2	35.3	2.8	15.8	15.8		4.1			2.4	
Cycle Queue Clearance Time (g_c), s	1.5	35.2	35.3	2.8	15.8	15.8		4.1			2.4	
Green Ratio (*g/C*)	0.51	0.45	0.45	0.51	0.45	0.45		0.11			0.14	
Capacity (*c*), veh/h	198	838	834	198	838	832		180			225	
Volume-to-Capacity Ratio (*X*)	0.167	0.926	0.927	0.307	0.539	0.539		0.440			0.216	
Back of Queue (*Q*), ft/ln (95 th percentile)	30.3	641.3	631.7	57.3	285.9	280		78.5			44.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	25.2	25.3	2.3	11.3	11.2		3.1			1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.2	23.4	23.5	36.8	18.1	18.1		37.4			34.4	
Incremental Delay (d_2), s/veh	0.4	17.6	17.8	0.9	2.5	2.5		1.7			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	36.6	41.0	41.3	37.7	20.6	20.6		39.1			34.9	
Level of Service (LOS)	D	D	D	D	C	C		D			C	
Approach Delay, s/veh / LOS	41.1	D		21.7	C		39.1	D		34.9	C	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.79	B	1.28	A	0.62	A	0.57	A

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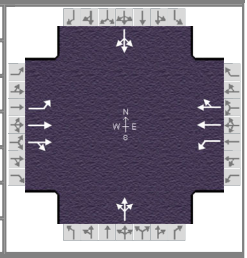
HCS7 Signalized Intersection Results Summary

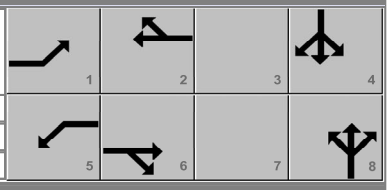
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Existing.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	45	1608	15	42	1176	28	3	0	52	2	0	35

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.5		4.5
Queue Clearance Time (g_s), s	4.2		4.0			4.9		3.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.12		0.09			0.04		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	47	846	845	44	629	625		57			39	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1864	1781	1870	1855		1595			1595	
Queue Service Time (g_s), s	2.2	40.3	40.3	2.0	25.2	25.2		2.9			1.9	
Cycle Queue Clearance Time (g_c), s	2.2	40.3	40.3	2.0	25.2	25.2		2.9			1.9	
Green Ratio (g/C)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (c), veh/h	198	838	835	198	838	831		221			221	
Volume-to-Capacity Ratio (X)	0.237	1.010	1.012	0.221	0.752	0.752		0.259			0.174	
Back of Queue (Q), ft/ln (95 th percentile)	43.6	821	810.4	40.6	435.8	426.6		52.9			35.1	
Back of Queue (Q), veh/ln (95 th percentile)	1.7	32.3	32.4	1.6	17.2	17.1		2.1			1.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.5	24.9	24.9	36.5	20.7	20.7		34.6			34.2	
Incremental Delay (d_2), s/veh	0.6	33.6	34.1	0.6	6.2	6.2		0.6			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (d), s/veh	37.1	58.5	59.0	37.0	26.8	26.9		35.2			34.6	
Level of Service (LOS)	D	F	F	D	C	C		D			C	
Approach Delay, s/veh / LOS	58.1	E		27.2	C		35.2	D		34.6	C	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.92	B	1.56	B	0.58	A	0.55	A

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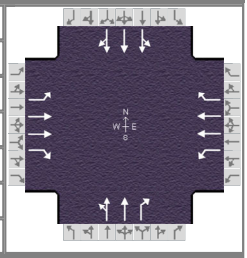
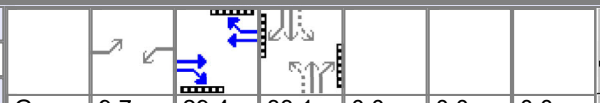
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				

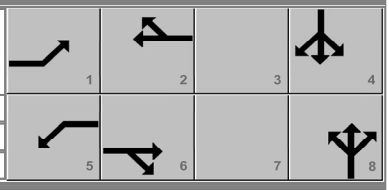


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	1119	150	152	973	16	1	747	114	0	1253	145

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		9.9			18.1		22.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		7.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.60		0.74

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	194	1178	158	160	1024	17	412	375	120	0	999	472
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1768
Queue Service Time (g_s), s	9.7	29.4	6.7	7.9	24.5	0.7	0.0	16.1	4.7	0.0	20.6	20.7
Cycle Queue Clearance Time (g_c), s	9.7	29.4	6.7	7.9	24.5	0.7	16.1	16.1	4.7	0.0	20.6	20.7
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	583		1376	650
Volume-to-Capacity Ratio (*X*)	1.007	1.013	0.305	0.850	0.881	0.033	0.567	0.600	0.206	0.000	0.726	0.726
Back of Queue (*Q*), ft/ln (95 th percentile)	312.1	597.8	120.1	216.5	431.4	11.5	295.3	283.1	81.2	0	363.5	362
Back of Queue (*Q*), veh/ln (95 th percentile)	12.3	23.5	4.7	8.5	17.0	0.5	11.8	11.1	3.2	0.0	14.3	14.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.1	30.3	22.7	39.5	28.7	20.6	23.1	23.1	19.5		24.5	24.5
Incremental Delay (d_2), s/veh	66.8	29.7	1.5	28.9	9.7	0.1	3.2	4.2	0.8	0.0	3.4	7.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	106.9	60.0	24.2	68.4	38.3	20.7	26.3	27.3	20.3		27.9	31.5
Level of Service (LOS)	F	F	C	E	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	62.2	E		42.1	D		25.9	C		29.1	C	
Intersection Delay, s/veh / LOS	41.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.75	B	1.48	A	1.24	A	1.30	A

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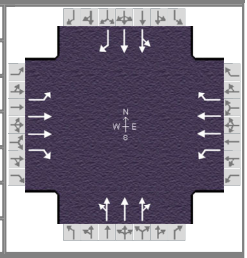
HCS7 Signalized Intersection Results Summary

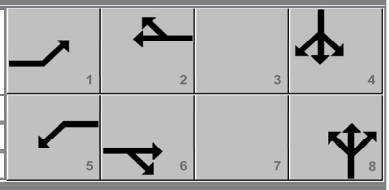
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1102	95	133	746	41	2	1014	289	2	725	154

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.0		8.7			22.6		17.1
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		6.6		8.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.72		0.55

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	125	1136	98	137	769	42	496	451	398	392	358	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1500	1865	1702	1610
Queue Service Time (g_s), s	6.0	28.4	4.0	6.7	16.7	1.7	0.0	20.5	20.6	0.0	15.1	6.2
Cycle Queue Clearance Time (g_c), s	6.0	28.4	4.0	6.7	16.7	1.7	20.5	20.5	20.6	15.1	15.1	6.2
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	552	726	626	592
Volume-to-Capacity Ratio (*X*)	0.650	0.977	0.189	0.729	0.661	0.082	0.682	0.721	0.722	0.540	0.571	0.268
Back of Queue (*Q*), ft/ln (95 th percentile)	136	539.3	70.9	162.5	295.3	29.3	366.5	354	324.3	279.2	267.8	108.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	21.2	2.8	6.4	11.6	1.2	14.7	13.9	12.8	11.2	10.5	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.5	30.0	21.7	39.0	26.0	21.0	24.5	24.5	24.5	22.8	22.8	20.0
Incremental Delay (d_2), s/veh	7.5	21.3	0.8	13.4	3.0	0.3	5.1	7.0	8.0	2.9	3.8	1.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.0	51.3	22.6	52.4	29.0	21.3	29.6	31.5	32.4	25.6	26.5	21.1
Level of Service (LOS)	D	D	C	D	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	48.7	D		32.0	C		31.1	C		25.2	C	
Intersection Delay, s/veh / LOS	35.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.61	B	1.27	A	1.23	A	1.24	A

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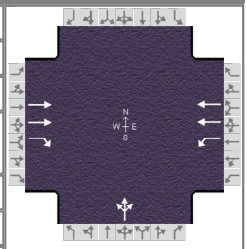
HCS7 Signalized Intersection Results Summary

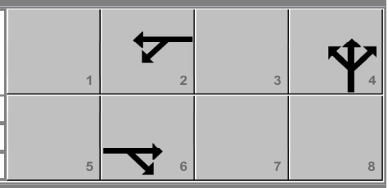
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1487	22	40	881		26	0	51			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.0		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1565	23	42	927			81				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	329	1781			1646				
Queue Service Time (g_s), s		33.5	0.6	11.2	15.0			3.0				
Cycle Queue Clearance Time (g_c), s		33.5	0.6	44.7	15.0			3.0				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	130	1872			598				
Volume-to-Capacity Ratio (*X*)		0.836	0.028	0.323	0.495			0.136				
Back of Queue (*Q*), ft/ln (95 th percentile)		493.5	10	50.5	244.9			52.4				
Back of Queue (*Q*), veh/ln (95 th percentile)		19.4	0.4	2.0	9.6			2.1				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.1	10.3	37.0	13.7			19.2				
Incremental Delay (d_2), s/veh		4.6	0.1	6.4	0.9			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		22.7	10.3	43.4	14.6			19.3				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	22.5	C		15.9	B		19.3	B		0.0		
Intersection Delay, s/veh / LOS	20.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.80	B	1.29	A	0.62	A		

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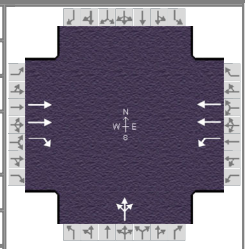
HCS7 Signalized Intersection Results Summary

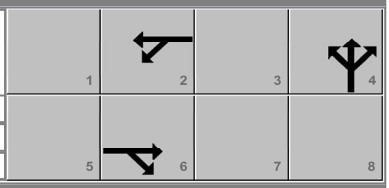
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1605	21	62	1156		45	0	71			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.4		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1638	21	63	1180			118				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	306	1781			1656				
Queue Service Time (g_s), s		36.4	0.6	10.9	21.1			4.4				
Cycle Queue Clearance Time (g_c), s		36.4	0.6	47.3	21.1			4.4				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	117	1872			602				
Volume-to-Capacity Ratio (X)		0.875	0.026	0.540	0.630			0.197				
Back of Queue (Q), ft/ln (95 th percentile)		537.4	9.3	88	325.6			78.5				
Back of Queue (Q), veh/ln (95 th percentile)		21.2	0.4	3.5	12.8			3.1				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.8	10.3	41.8	15.1			19.6				
Incremental Delay (d_2), s/veh		6.1	0.1	16.7	1.6			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		24.8	10.3	58.4	16.8			19.8				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	24.6	C		18.9	B		19.8	B		0.0		
Intersection Delay, s/veh / LOS	22.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.51	B	0.68	A		

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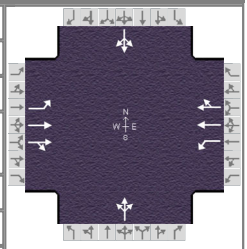
HCS7 Signalized Intersection Results Summary

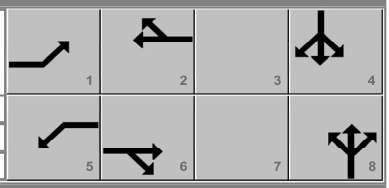
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Existing + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	1482	20	59	857	20	15	2	61	30	6	50

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.4		4.4
Queue Clearance Time (g_s), s	3.7		4.8			6.0		6.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.05		0.30			0.14		0.19

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	36	775	773	61	454	450		80			89	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1861	1781	1870	1855		1626			1667	
Queue Service Time (g_s), s	1.7	35.2	35.3	2.8	15.9	15.9		4.0			4.4	
Cycle Queue Clearance Time (g_c), s	1.7	35.2	35.3	2.8	15.9	15.9		4.0			4.4	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	834	198	838	831		226			232	
Volume-to-Capacity Ratio (*X*)	0.182	0.926	0.927	0.307	0.542	0.542		0.356			0.383	
Back of Queue (*Q*), ft/ln (95 th percentile)	33.3	641.3	631.7	57.3	287.7	281.4		75.6			83.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	25.2	25.3	2.3	11.3	11.3		3.0			3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.3	23.4	23.5	36.8	18.1	18.1		35.1			35.2	
Incremental Delay (d_2), s/veh	0.4	17.6	17.8	0.9	2.5	2.5		0.9			1.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	36.7	41.0	41.3	37.7	20.6	20.7		36.1			36.3	
Level of Service (LOS)	D	D	D	D	C	C		D			D	
Approach Delay, s/veh / LOS	41.1	D		21.7	C		36.1	D		36.3	D	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.79	B	1.28	A	0.62	A	0.63	A

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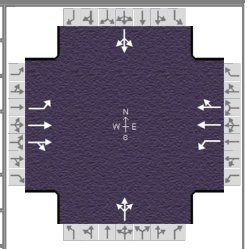
HCS7 Signalized Intersection Results Summary

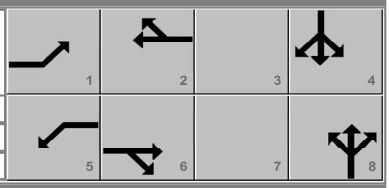
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Existing + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	1608	15	42	1176	41	3	3	52	15	2	41

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.5		4.4
Queue Clearance Time (g_s), s	4.7		4.0			5.0		5.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.24		0.09			0.04		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	57	846	845	44	637	630		60			60	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1864	1781	1870	1848		1607			1640	
Queue Service Time (g_s), s	2.7	40.3	40.3	2.0	25.7	25.7		3.0			3.0	
Cycle Queue Clearance Time (g_c), s	2.7	40.3	40.3	2.0	25.7	25.7		3.0			3.0	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	835	198	838	827		223			228	
Volume-to-Capacity Ratio (*X*)	0.289	1.010	1.012	0.221	0.761	0.762		0.271			0.265	
Back of Queue (*Q*), ft/ln (95 th percentile)	53.7	821	810.4	40.6	444.1	433.8		55.9			55.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	32.3	32.4	1.6	17.5	17.4		2.2			2.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.7	24.9	24.9	36.5	20.8	20.8		34.7			34.6	
Incremental Delay (d_2), s/veh	0.8	33.6	34.1	0.6	6.5	6.6		0.6			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	37.5	58.5	59.0	37.0	27.3	27.4		35.3			35.3	
Level of Service (LOS)	D	F	F	D	C	C		D			D	
Approach Delay, s/veh / LOS	58.0	E		27.7	C		35.3	D		35.3	D	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.93	B	1.57	B	0.59	A	0.59	A

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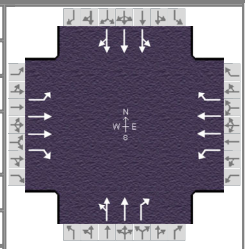
HCS7 Signalized Intersection Results Summary

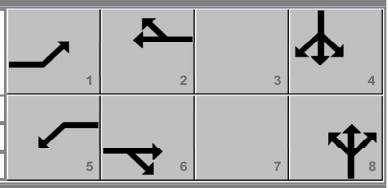
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	1138	155	152	977	16	1	749	114	0	1253	145

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		9.9			18.2		22.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		7.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.60		0.74

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	194	1198	163	160	1028	17	413	376	120	0	999	472
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1768
Queue Service Time (g_s), s	9.7	29.4	7.0	7.9	24.6	0.7	0.0	16.2	4.7	0.0	20.6	20.7
Cycle Queue Clearance Time (g_c), s	9.7	29.4	7.0	7.9	24.6	0.7	16.1	16.2	4.7	0.0	20.6	20.7
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	583		1376	650
Volume-to-Capacity Ratio (*X*)	1.009	1.030	0.315	0.851	0.884	0.033	0.568	0.601	0.206	0.000	0.726	0.726
Back of Queue (*Q*), ft/ln (95 th percentile)	312.8	628.1	124.6	216.9	434.3	11.5	295.6	283.4	81	0	363	361.6
Back of Queue (*Q*), veh/ln (95 th percentile)	12.3	24.7	4.9	8.5	17.1	0.5	11.8	11.2	3.2	0.0	14.3	14.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.2	30.3	22.7	39.6	28.7	20.6	23.1	23.1	19.5		24.5	24.5
Incremental Delay (d_2), s/veh	67.3	34.3	1.6	29.2	9.9	0.1	3.2	4.2	0.8	0.0	3.4	7.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	107.4	64.6	24.3	68.7	38.6	20.7	26.3	27.3	20.3		27.9	31.5
Level of Service (LOS)	F	F	C	E	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	65.7	E		42.4	D		25.9	C		29.1	C	
Intersection Delay, s/veh / LOS	42.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.77	B	1.48	A	1.24	A	1.30	A

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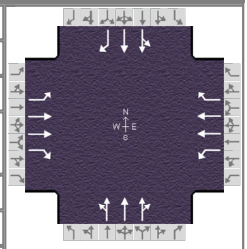
HCS7 Signalized Intersection Results Summary

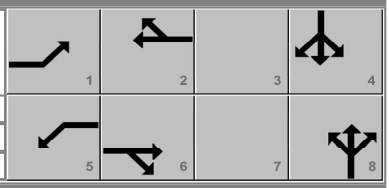
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1112	98	133	759	41	2	1019	289	2	725	154

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.0		8.7			22.7		17.1
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		6.6		8.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.72		0.55

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	125	1146	101	137	782	42	498	453	400	392	358	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1501	1865	1702	1610
Queue Service Time (g_s), s	6.0	28.8	4.1	6.7	17.1	1.7	0.0	20.6	20.7	0.0	15.1	6.2
Cycle Queue Clearance Time (g_c), s	6.0	28.8	4.1	6.7	17.1	1.7	20.6	20.6	20.7	15.1	15.1	6.2
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	552	726	626	592
Volume-to-Capacity Ratio (*X*)	0.650	0.985	0.195	0.729	0.673	0.082	0.684	0.724	0.724	0.540	0.571	0.268
Back of Queue (*Q*), ft/ln (95 th percentile)	136	552.9	73.3	162.5	301	29.3	368.3	355.8	325.7	279.2	267.8	108.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	21.8	2.9	6.4	11.9	1.2	14.7	14.0	12.8	11.2	10.5	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.5	30.1	21.8	39.0	26.1	21.0	24.5	24.5	24.5	22.8	22.8	20.0
Incremental Delay (d_2), s/veh	7.5	23.1	0.8	13.4	3.1	0.3	5.2	7.1	8.0	2.9	3.8	1.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.0	53.2	22.6	52.4	29.3	21.3	29.7	31.6	32.6	25.6	26.5	21.1
Level of Service (LOS)	D	D	C	D	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	50.3	D		32.2	C		31.2	C		25.2	C	
Intersection Delay, s/veh / LOS	35.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.62	B	1.28	A	1.23	A	1.24	A

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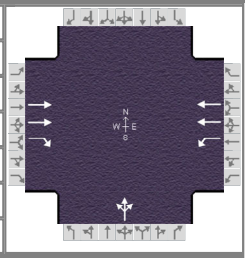
HCS7 Signalized Intersection Results Summary

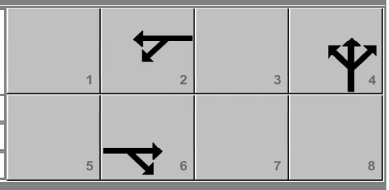
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2022	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1524	22	41	899		29	0	52			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.1		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1604	23	43	946			85				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	316	1781			1650				
Queue Service Time (g_s), s		35.0	0.6	12.3	15.5			3.1				
Cycle Queue Clearance Time (g_c), s		35.0	0.6	47.3	15.5			3.1				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	123	1872			600				
Volume-to-Capacity Ratio (X)		0.857	0.028	0.350	0.506			0.142				
Back of Queue (Q), ft/ln (95 th percentile)		516.2	10	54.3	250.8			55.4				
Back of Queue (Q), veh/ln (95 th percentile)		20.3	0.4	2.1	9.9			2.2				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.4	10.3	38.8	13.8			19.2				
Incremental Delay (d_2), s/veh		5.3	0.1	7.7	1.0			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		23.8	10.3	46.5	14.8			19.3				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	23.6	C		16.2	B		19.3	B		0.0		
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.83	B	1.30	A	0.63	A		

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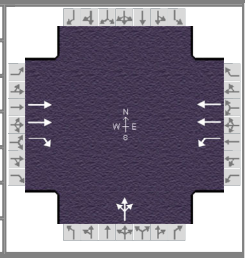
HCS7 Signalized Intersection Results Summary

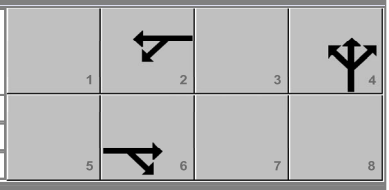
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1642	21	63	1181		47	0	72			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.5		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1676	21	64	1205			121				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	295	1781			1657				
Queue Service Time (g_s), s		37.9	0.6	9.4	21.8			4.5				
Cycle Queue Clearance Time (g_c), s		37.9	0.6	47.3	21.8			4.5				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	111	1872			602				
Volume-to-Capacity Ratio (X)		0.895	0.026	0.581	0.644			0.202				
Back of Queue (Q), ft/ln (95 th percentile)		563.2	9.3	92.8	334.6			80.7				
Back of Queue (Q), veh/ln (95 th percentile)		22.2	0.4	3.7	13.2			3.2				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		19.1	10.3	42.8	15.3			19.7				
Incremental Delay (d_2), s/veh		7.1	0.1	20.3	1.7			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		26.3	10.3	63.1	17.0			19.8				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	26.1	C		19.4	B		19.8	B		0.0		
Intersection Delay, s/veh / LOS	23.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.89	B	1.53	B	0.69	A		

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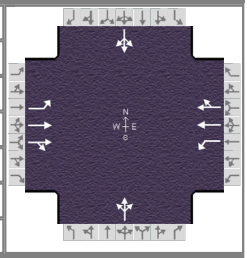
HCS7 Signalized Intersection Results Summary

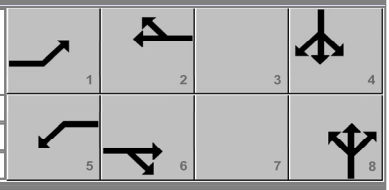
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2022	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Future.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	33	1522	20	60	886	16	15	1	62	6	2	40

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.4		4.5
Queue Clearance Time (g_s), s	3.6		4.9			6.0		4.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.04		0.32			0.15		0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	34	796	794	62	466	463		80			49	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1862	1781	1870	1858		1623			1618	
Queue Service Time (g_s), s	1.6	36.8	36.9	2.9	16.5	16.5		4.0			2.4	
Cycle Queue Clearance Time (g_c), s	1.6	36.8	36.9	2.9	16.5	16.5		4.0			2.4	
Green Ratio (g/C)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (c), veh/h	198	838	834	198	838	832		225			225	
Volume-to-Capacity Ratio (X)	0.172	0.950	0.952	0.313	0.557	0.557		0.357			0.220	
Back of Queue (Q), ft/ln (95 th percentile)	31.3	686.3	676.6	58.2	296.4	290.4		75.6			45.4	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	27.0	27.1	2.3	11.7	11.6		3.0			1.8	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.2	23.9	23.9	36.8	18.3	18.3		35.1			34.4	
Incremental Delay (d_2), s/veh	0.4	21.1	21.5	0.9	2.7	2.7		1.0			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (d), s/veh	36.7	45.0	45.4	37.7	20.9	21.0		36.1			34.9	
Level of Service (LOS)	D	D	D	D	C	C		D			C	
Approach Delay, s/veh / LOS	45.0	D		22.0	C		36.1	D		34.9	C	
Intersection Delay, s/veh / LOS	36.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.83	B	1.31	A	0.62	A	0.57	A

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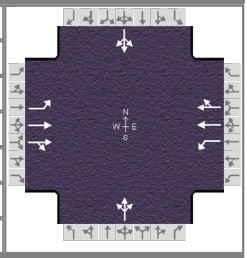
HCS7 Signalized Intersection Results Summary

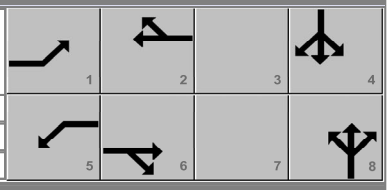
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Future.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	46	1655	15	43	1208	29	3	0	53	2	0	36

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.5		4.5
Queue Clearance Time (g_s), s	4.2		4.1			4.9		4.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.12		0.10			0.04		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	48	870	869	45	647	642		58			40	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1864	1781	1870	1855		1594			1594	
Queue Service Time (g_s), s	2.2	40.3	40.3	2.1	26.3	26.3		2.9			2.0	
Cycle Queue Clearance Time (g_c), s	2.2	40.3	40.3	2.1	26.3	26.3		2.9			2.0	
Green Ratio (g/C)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (c), veh/h	198	838	835	198	838	830		221			221	
Volume-to-Capacity Ratio (X)	0.242	1.039	1.041	0.226	0.772	0.773		0.263			0.179	
Back of Queue (Q), ft/ln (95 th percentile)	44.6	896.2	885.6	41.6	453.9	444.4		53.9			36.1	
Back of Queue (Q), veh/ln (95 th percentile)	1.8	35.3	35.4	1.6	17.9	17.8		2.1			1.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.5	24.9	24.9	36.5	21.0	21.0		34.6			34.2	
Incremental Delay (d_2), s/veh	0.6	41.7	42.4	0.6	6.8	6.9		0.6			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (d), s/veh	37.2	66.6	67.2	37.0	27.8	27.9		35.3			34.6	
Level of Service (LOS)	D	F	F	D	C	C		D			C	
Approach Delay, s/veh / LOS	66.1	E		28.2	C		35.3	D		34.6	C	
Intersection Delay, s/veh / LOS	49.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.96	B	1.59	B	0.58	A	0.55	A

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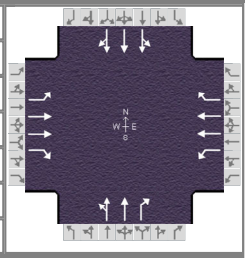
HCS7 Signalized Intersection Results Summary

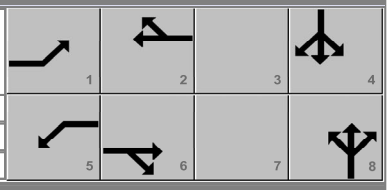
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2022	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	194	1144	154	162	1000	25	1	770	120	0	1283	153

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		10.5			18.7		23.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		6.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.64		0.79

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	204	1204	162	171	1053	26	425	387	126	0	1027	485
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1765
Queue Service Time (g_s), s	9.7	29.4	6.9	8.5	25.4	1.0	0.0	16.7	4.9	0.0	21.4	21.5
Cycle Queue Clearance Time (g_c), s	9.7	29.4	6.9	8.5	25.4	1.0	16.7	16.7	4.9	0.0	21.4	21.5
Green Ratio (g/C)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (c), veh/h	192	1163	518	188	1163	518	727	626	583		1376	649
Volume-to-Capacity Ratio (X)	1.064	1.035	0.313	0.907	0.905	0.051	0.584	0.618	0.217	0.000	0.747	0.747
Back of Queue (Q), ft/ln (95 th percentile)	347.2	638.3	123.8	245.7	453.3	18	305	292.7	85.7	0	375.6	374.8
Back of Queue (Q), veh/ln (95 th percentile)	13.7	25.1	4.9	9.7	17.8	0.7	12.2	11.5	3.4	0.0	14.8	15.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.2	30.3	22.7	39.8	29.0	20.7	23.3	23.3	19.5		24.8	24.8
Incremental Delay (d_2), s/veh	82.8	35.9	1.6	40.5	11.6	0.2	3.4	4.5	0.9	0.0	3.7	7.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	123.0	66.2	24.3	80.3	40.5	20.9	26.7	27.8	20.4		28.5	32.4
Level of Service (LOS)	F	F	C	F	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	69.3	E		45.6	D		26.3	C		29.8	C	
Intersection Delay, s/veh / LOS	44.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.78	B	1.52	B	1.26	A	1.32	A

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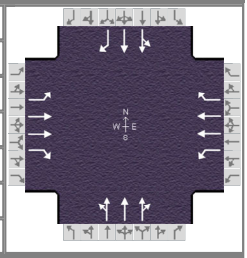
HCS7 Signalized Intersection Results Summary

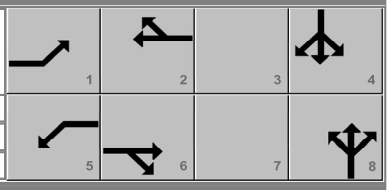
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2022	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	129	1131	99	141	765	49	2	1041	301	2	747	161

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.5		9.2			23.4		17.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		6.4		8.7
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.77		0.59

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	133	1166	102	145	789	51	511	465	410	404	368	166
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1498	1865	1702	1610
Queue Service Time (g_s), s	6.5	29.4	4.2	7.2	17.2	2.0	0.0	21.4	21.4	0.0	15.7	6.5
Cycle Queue Clearance Time (g_c), s	6.5	29.4	4.2	7.2	17.2	2.0	21.4	21.4	21.4	15.7	15.7	6.5
Green Ratio (g/C)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (c), veh/h	192	1163	518	188	1163	518	727	626	551	726	626	592
Volume-to-Capacity Ratio (X)	0.693	1.002	0.197	0.773	0.678	0.098	0.702	0.743	0.743	0.556	0.589	0.280
Back of Queue (Q), ft/ln (95 th percentile)	150.9	580.9	74.2	181.9	303.6	35.3	381	368.8	337	288.2	276.9	114.1
Back of Queue (Q), veh/ln (95 th percentile)	5.9	22.9	2.9	7.2	12.0	1.4	15.2	14.5	13.3	11.5	10.9	4.6
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.7	30.3	21.8	39.2	26.2	21.1	24.7	24.8	24.8	22.9	23.0	20.1
Incremental Delay (d_2), s/veh	10.2	26.9	0.9	17.9	3.2	0.4	5.6	7.8	8.8	3.1	4.0	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.9	57.2	22.7	57.1	29.4	21.4	30.4	32.5	33.6	26.0	27.0	21.2
Level of Service (LOS)	D	F	C	E	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	53.9	D		33.1	C		32.0	C		25.5	C	
Intersection Delay, s/veh / LOS	37.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.64	B	1.30	A	1.25	A	1.26	A

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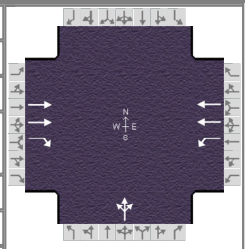
HCS7 Signalized Intersection Results Summary

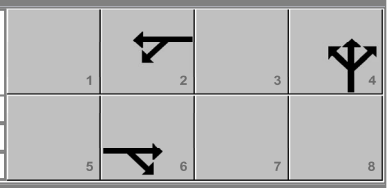
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2022	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1527	22	41	910		29	0	52			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.1		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1607	23	43	958			85				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	316	1781			1650				
Queue Service Time (g_s), s		35.1	0.6	12.2	15.7			3.1				
Cycle Queue Clearance Time (g_c), s		35.1	0.6	47.3	15.7			3.1				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	123	1872			600				
Volume-to-Capacity Ratio (*X*)		0.859	0.028	0.352	0.512			0.142				
Back of Queue (*Q*), ft/ln (95 th percentile)		518.2	10	54.4	253.8			55.4				
Back of Queue (*Q*), veh/ln (95 th percentile)		20.4	0.4	2.1	10.0			2.2				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.5	10.3	39.0	13.9			19.2				
Incremental Delay (d_2), s/veh		5.4	0.1	7.8	1.0			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		23.9	10.3	46.7	14.9			19.3				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	23.7	C		16.2	B		19.3	B		0.0		
Intersection Delay, s/veh / LOS	20.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.83	B	1.31	A	0.63	A		

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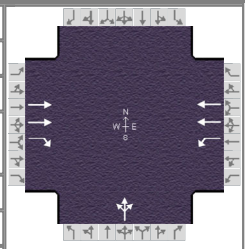
HCS7 Signalized Intersection Results Summary

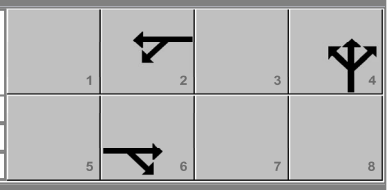
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1652	21	63	1187		47	0	72			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.5		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1686	21	64	1211			121				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	292	1781			1657				
Queue Service Time (g_s), s		38.4	0.6	8.9	22.0			4.5				
Cycle Queue Clearance Time (g_c), s		38.4	0.6	47.3	22.0			4.5				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	109	1872			602				
Volume-to-Capacity Ratio (*X*)		0.901	0.026	0.590	0.647			0.202				
Back of Queue (*Q*), ft/ln (95 th percentile)		571.3	9.3	93.7	336.6			80.7				
Back of Queue (*Q*), veh/ln (95 th percentile)		22.5	0.4	3.7	13.3			3.2				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		19.2	10.3	43.0	15.4			19.7				
Incremental Delay (d_2), s/veh		7.5	0.1	21.3	1.7			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		26.7	10.3	64.3	17.1			19.8				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	26.5	C		19.5	B		19.8	B		0.0		
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.90	B	1.54	B	0.69	A		

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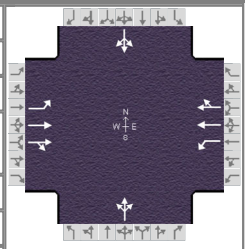
HCS7 Signalized Intersection Results Summary

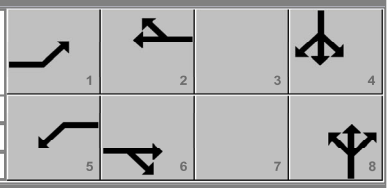
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2022	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Future + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1522	20	60	886	20	15	2	62	30	6	51

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.4		4.4
Queue Clearance Time (g_s), s	3.7		4.9			6.1		6.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.05		0.32			0.15		0.21

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	37	796	794	62	469	465		81			90	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1862	1781	1870	1856		1625			1666	
Queue Service Time (g_s), s	1.7	36.8	36.9	2.9	16.6	16.6		4.1			4.4	
Cycle Queue Clearance Time (g_c), s	1.7	36.8	36.9	2.9	16.6	16.6		4.1			4.4	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	834	198	838	831		226			231	
Volume-to-Capacity Ratio (*X*)	0.188	0.950	0.952	0.313	0.560	0.560		0.361			0.388	
Back of Queue (*Q*), ft/ln (95 th percentile)	34.2	686.3	676.6	58.2	298.3	291.8		76.6			84.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	27.0	27.1	2.3	11.7	11.7		3.0			3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.3	23.9	23.9	36.8	18.3	18.3		35.1			35.3	
Incremental Delay (d_2), s/veh	0.5	21.1	21.5	0.9	2.7	2.7		1.0			1.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	36.8	45.0	45.4	37.7	21.0	21.0		36.1			36.3	
Level of Service (LOS)	D	D	D	D	C	C		D			D	
Approach Delay, s/veh / LOS	45.0	D		22.1	C		36.1	D		36.3	D	
Intersection Delay, s/veh / LOS	36.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.83	B	1.31	A	0.62	A	0.64	A

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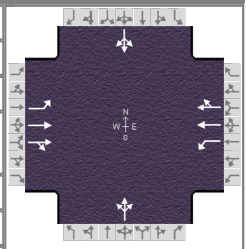
HCS7 Signalized Intersection Results Summary

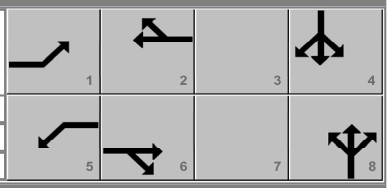
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2022	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Future + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	1655	15	43	1208	42	3	3	53	15	2	42

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.5		4.4
Queue Clearance Time (g_s), s	4.7		4.1			5.1		5.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.25		0.10			0.05		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	58	870	869	45	655	648		61			61	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1864	1781	1870	1848		1607			1639	
Queue Service Time (g_s), s	2.7	40.3	40.3	2.1	26.8	26.8		3.1			3.0	
Cycle Queue Clearance Time (g_c), s	2.7	40.3	40.3	2.1	26.8	26.8		3.1			3.0	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	835	198	838	827		223			228	
Volume-to-Capacity Ratio (*X*)	0.295	1.039	1.041	0.226	0.782	0.783		0.275			0.270	
Back of Queue (*Q*), ft/ln (95 th percentile)	54.7	896.2	885.6	41.6	462.6	452		57			56.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	35.3	35.4	1.6	18.2	18.1		2.2			2.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.8	24.9	24.9	36.5	21.1	21.1		34.7			34.7	
Incremental Delay (d_2), s/veh	0.8	41.7	42.4	0.6	7.2	7.3		0.7			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	37.6	66.6	67.2	37.0	28.3	28.4		35.4			35.3	
Level of Service (LOS)	D	F	F	D	C	C		D			D	
Approach Delay, s/veh / LOS	66.0	E		28.6	C		35.4	D		35.3	D	
Intersection Delay, s/veh / LOS	49.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.97	B	1.60	B	0.59	A	0.59	A

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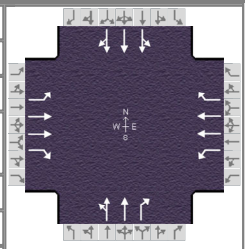
HCS7 Signalized Intersection Results Summary

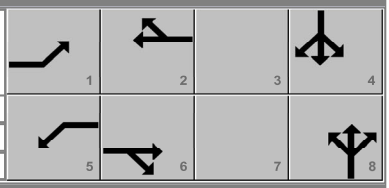
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2022	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	194	1163	159	162	1004	25	1	772	120	0	1283	153

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		10.5			18.8		23.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		6.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.64		0.79

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	204	1224	167	171	1057	26	426	388	126	0	1027	485
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1765
Queue Service Time (g_s), s	9.7	29.4	7.2	8.5	25.6	1.0	0.0	16.8	4.9	0.0	21.4	21.5
Cycle Queue Clearance Time (g_c), s	9.7	29.4	7.2	8.5	25.6	1.0	16.8	16.8	4.9	0.0	21.4	21.5
Green Ratio (g/C)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (c), veh/h	192	1163	518	188	1163	518	727	626	583		1376	649
Volume-to-Capacity Ratio (X)	1.064	1.052	0.323	0.907	0.908	0.051	0.586	0.620	0.217	0.000	0.747	0.747
Back of Queue (Q), ft/ln (95 th percentile)	347.2	672.4	128.4	245.7	456.7	18	305.7	293.4	85.7	0	375.6	374.8
Back of Queue (Q), veh/ln (95 th percentile)	13.7	26.5	5.1	9.7	18.0	0.7	12.2	11.6	3.4	0.0	14.8	15.0
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.2	30.3	22.8	39.8	29.0	20.7	23.3	23.3	19.5		24.8	24.8
Incremental Delay (d_2), s/veh	82.8	41.3	1.7	40.5	11.9	0.2	3.4	4.6	0.9	0.0	3.7	7.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	123.0	71.6	24.5	80.3	40.9	20.9	26.7	27.9	20.4		28.5	32.4
Level of Service (LOS)	F	F	C	F	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	73.2	E		45.9	D		26.3	C		29.8	C	
Intersection Delay, s/veh / LOS	46.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.80	B	1.52	B	1.26	A	1.32	A

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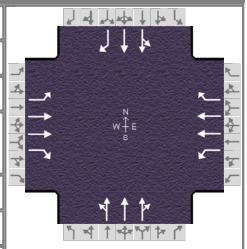
HCS7 Signalized Intersection Results Summary

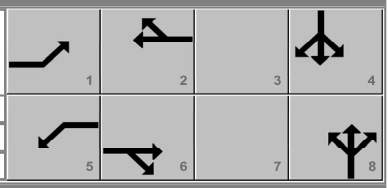
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2022	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	129	1141	102	141	778	49	2	1046	301	2	747	161

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.5		9.2			23.5		17.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		6.3		8.7
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.77		0.59

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	133	1176	105	145	802	51	513	467	411	404	368	166
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1498	1865	1702	1610
Queue Service Time (g_s), s	6.5	29.4	4.3	7.2	17.6	2.0	0.0	21.5	21.5	0.0	15.7	6.5
Cycle Queue Clearance Time (g_c), s	6.5	29.4	4.3	7.2	17.6	2.0	21.5	21.5	21.5	15.7	15.7	6.5
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	551	726	626	592
Volume-to-Capacity Ratio (*X*)	0.693	1.011	0.203	0.773	0.689	0.098	0.705	0.746	0.746	0.556	0.589	0.280
Back of Queue (*Q*), ft/ln (95 th percentile)	150.9	595.3	76.6	181.9	309.5	35.3	382.9	370.7	338.9	288.2	276.9	114.1
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	23.4	3.0	7.2	12.2	1.4	15.3	14.6	13.3	11.5	10.9	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.7	30.3	21.9	39.2	26.3	21.1	24.8	24.8	24.8	22.9	23.0	20.1
Incremental Delay (d_2), s/veh	10.2	29.2	0.9	17.9	3.4	0.4	5.7	7.9	8.9	3.1	4.0	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	48.9	59.5	22.7	57.1	29.7	21.4	30.4	32.7	33.7	26.0	27.0	21.2
Level of Service (LOS)	D	F	C	E	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	55.7	E		33.3	C		32.2	C		25.5	C	
Intersection Delay, s/veh / LOS	38.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.65	B	1.31	A	1.25	A	1.26	A

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FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

2217 – 2235 W Sunset Bl
DOT Case No. CEN20-49808

Date: August 27, 2020

To: Milena Zasadzien, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRANSPORTATION ASSESSMENT FOR THE PROPOSED RESIDENTIAL PROJECT LOCATED AT 2217 – 2235 WEST SUNSET BOULEVARD AND 2216 – 2218 ELSINORE STREET (PAR-2020-3428-TOC/PAR-2020-3536-VHCA/PAR-2020-3535-VHCA/ ADM-2019-6237-TOC)**

The Department of Transportation (DOT) has reviewed the transportation assessment prepared by Linscott, Law & Greenspan, Engineers (LLG), dated July 13, 2020, for the proposed residential project located at 2217 – 2235 West Sunset Boulevard and 2216 – 2218 Elsinore Street in the Silver Lake-Echo Park-Elysian Valley Community Plan Area. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in DOT's Transportation Assessment Guidelines (TAG), as described below.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct 158 residential apartment dwelling units and 18 affordable family housing dwelling units. The project will be replacing the existing site which comprises of approximately 1.14 acres and is currently occupied by a single-family home and 2,988 square feet of commercial floor area. The development will provide a total of 203 parking spaces within the on-site parking garage. Loading activities will occur off-street and internally to the Project Site. Vehicular access to the project site will be provided via one driveway located along Mohawk Street at the easterly end of the Project Site as illustrated in **Attachment A**. The project is expected to be completed by 2022.

B. Freeway Safety Analysis

Per the Interim Guidance for Freeway Safety Analysis memorandum issued by DOT on May 1, 2020 to address Caltrans safety concerns on freeways, the study addresses the project's effects on vehicle queuing on freeway off-ramps. Such an evaluation measures the project's potential to lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting the freeway off-ramps and vehicles operating on the freeway mainline.

The evaluation included in the July 13, 2020 assessment identified the number of project trips expected to be added to nearby freeway off-ramps serving the project site. It was determined that project traffic at any freeway off-ramp will not exceed 25 peak hour trips. Therefore, a freeway ramp analysis is not required.

C. CEQA Screening Threshold

Prior to accounting for trip reductions resulting from the application of Transportation Demand Management (TDM) Strategies, a trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator Version 1.3 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings, it was determined that the project **does** exceed the net 250 daily vehicle trips threshold.

Additionally, the analysis included further discussion of the transportation impact thresholds:

T-1 Conflicting with plans, programs, ordinances, or policies
T-2.1 Causing substantial vehicle miles traveled
T-3 Substantially increasing hazards due to a geometric design feature or incompatible use.

The assessment determined that the project would **not** have a significant transportation impact under Thresholds T-1 and T-3. A project's impacts per Threshold T-2.1 is determined by using the VMT calculator and is discussed further below. A copy of the VMT Calculator summary report is provided as **Attachment B** to this report.

D. Transportation Impacts

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.03 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as criteria in determining transportation impacts under CEQA. The new DOT TAG provide instructions on preparing transportation assessments for land use proposals and defines the significant impact thresholds.

The DOT VMT Calculator tool measures project impact in terms of Household VMT per Capita, and Work VMT per Employee. DOT identified distinct thresholds for significant VMT impacts for each of the seven Area Planning Commission (APC) areas in the City. For the East Los Angeles APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 7.2
- Work VMT per Employee: 12.7

As cited in the VMT Analysis report, prepared by LLG, the project does not plan to any TDM strategies. The proposed project is projected to have a Household VMT per capita of 5.8 and a Work VMT per employee of 0. Therefore, it is concluded that implementation of the Project would result in no significant VMT impact. A copy of the VMT Calculator summary report is provided as **Attachment B**.

E. Access and Circulation

During preparation of the new CEQA guidelines, the State's Office of Planning and Research stressed that lead agencies can continue to apply traditional operational analysis requirements to inform land use decisions provided that such analyses were outside of the CEQA process. The authority for requiring non-CEQA transportation analysis and requiring improvements to address potential circulation deficiencies, lies in the City of Los Angeles' Site Plan Review authority as established in Section 16.05 of the LAMC. Therefore, DOT continues to require and review a project's site access, circulation, and operational plan to determine if any access

enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. In accordance with this authority, the project has completed a circulation analysis using a "level of service" screening methodology that indicates that the trips generated by the proposed development will not likely result in adverse circulation conditions at several locations. Access to the project will be provided via one driveway, full vehicular access, along Mohawk Street. DOT has reviewed this analysis and determined that it adequately discloses operational concerns. A copy of the circulation analysis table that summarizes these potential deficiencies is provided as **Attachment C** to this report.

PROJECT REQUIREMENTS

A. Non-CEQA Related Requirements and Considerations

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements

   The project would provide 203 parking spaces. The applicant should check with the Departments of Building and Safety and City Planning on the number of Code-required parking spaces required for this project.

2. Highway Dedication and Street Widening Requirements

   Per the new Mobility Element of the General Plan, **Sunset Boulevard**, an Avenue I, would require a 35-foot half-width roadway within a 50-foot half-width right-of-way, **Mohawk Street**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way, and **Elsinore Street**, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. Project Access and Circulation

   The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. The project will provide access via one driveway, full vehicular access, along Mohawk Street at the easterly end of the Project Site. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveways should be coordinated with DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. Driveway placement and design shall be approved by the Department of City Planning (City Planning) in consultation with DOT, prior to issuance of a Letter of Determination by City Planning.

4. Worksite Traffic Control Requirements

   DOT recommends that a construction work site traffic control plan be submitted to DOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to http://ladot.lacity.org/businesses/temporary-traffic-control-plans to determine which

section to coordinate review of the work site traffic control plan. 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 truck traffic be restricted to off-peak hours to the extent feasible.

5. Development Review Fees
   Section 19.15 of the LAMC 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 Kevin Arucan of my staff at (213) 972-4970.

Attachments

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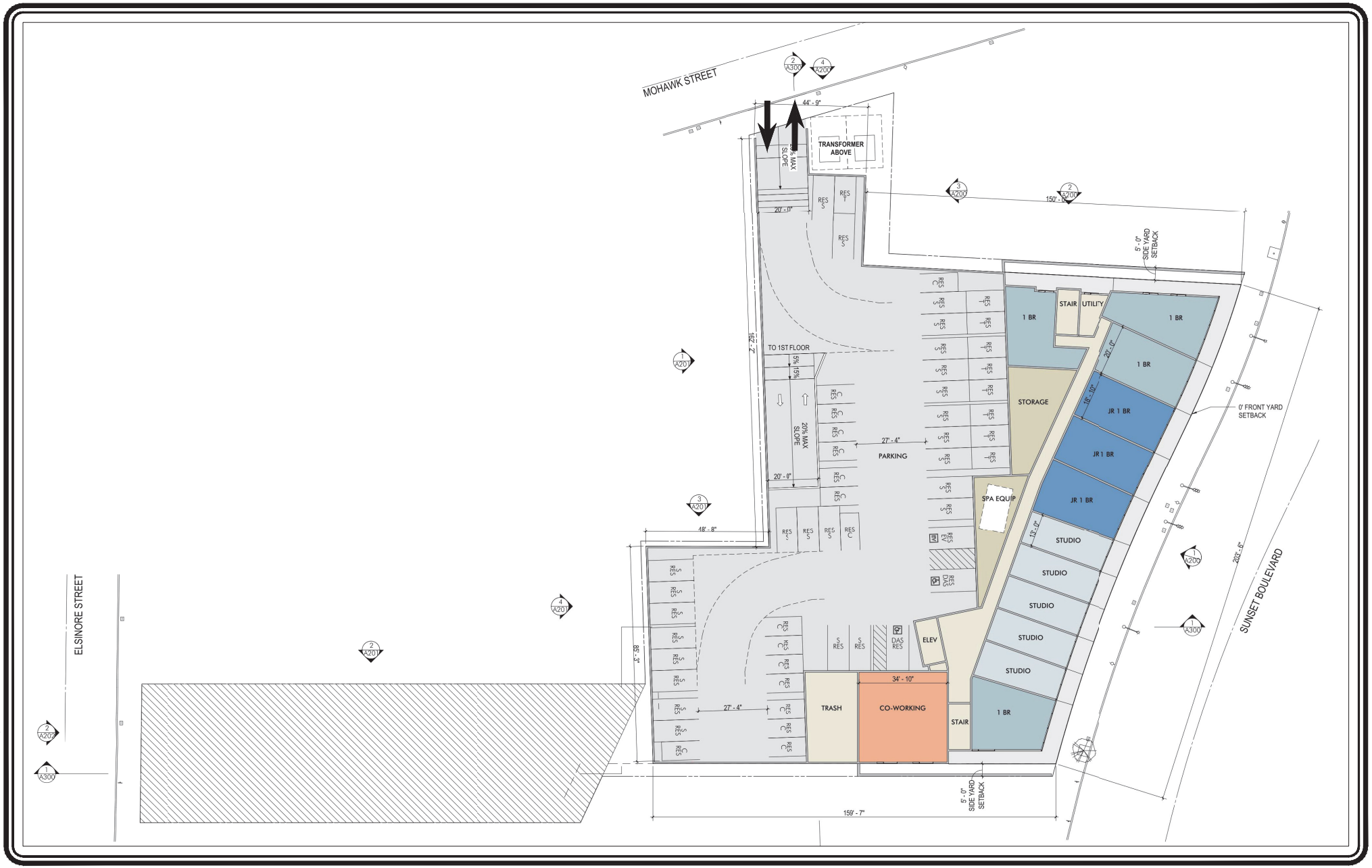
c: Craig Bullock, Council District 13
Matthew Masuda, Central District, BOE
Bhuvan Bajaj, Hollywood-Wilshire District, LADOT
Taimour Tanavoli, Case Management Office, DOT
David Shender, Linscott, Law & Greenspan, Engineers



NOT TO SCALE

MAP SOURCE: OTTINGER ARCHITECTS

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2217-2235 Sunset Boulevard Residential
Scenario: Proposed Project
Address: 2217 W SUNSET BLVD, 90026

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.988	ksf
Housing | Single Family	1	DU
Retail | General Retail	2.988	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
100 Daily Vehicle Trips	748 Daily Vehicle Trips
666 Daily VMT	4,709 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	648 Net Daily Trips
The net increase in daily VMT ≤ 0	4,043 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply	☐ Proposed Prj ☐ Mitigation	100	city code parking provision for the project site
		74	actual parking provision for the project site
Unbundle Parking	☐ Proposed Prj ☐ Mitigation	175	monthly parking cost (dollar) for the project site
Parking Cash-Out	☐ Proposed Prj ☐ Mitigation	50	percent of employees eligible
Price Workplace Parking	☐ Proposed Prj ☐ Mitigation	6.00	daily parking charge (dollar)
		50	percent of employees subject to priced parking
Residential Area Parking Permits	☐ Proposed Prj ☐ Mitigation	200	cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
748 Daily Vehicle Trips	**748** Daily Vehicle Trips
4,709 Daily VMT	**4,709** Daily VMT
5.8 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	158	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 413			
Proposed Project		***With Mitigation***	
748	**Daily Vehicle Trips**	**748**	**Daily Vehicle Trips**
4,709	**Daily VMT**	**4,709**	**Daily VMT**
5.8	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residentia
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	157	-23.6%	120	7.7	1,209	924
Home Based Other Production	434	-36.4%	276	5.3	2,300	1,463
Non-Home Based Other Production	203	-3.9%	195	7.1	1,441	1,385
Home-Based Work Attraction	0	0.0%	0	9.9	0	0
Home-Based Other Attraction	207	-46.4%	111	5.7	1,180	633
Non-Home Based Other Attraction	49	-6.1%	46	6.6	323	304

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	120	924	0.0%	120	924
Home Based Other Production	0.0%	276	1,463	0.0%	276	1,463
Non-Home Based Other Production	0.0%	195	1,385	0.0%	195	1,385
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	111	633	0.0%	111	633
Non-Home Based Other Attraction	0.0%	46	304	0.0%	46	304

MXD VMT Methodology Per Capita & Per Employee

Total Population: 413
Total Employees: 0
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,387**	**2,387**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.8**	**5.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

06-Jul-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2022 FUTURE W/O PROJECT			YEAR 2022 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Rosemont Avenue / Sunset Boulevard (Signalized)	NB Left/Right	AM	19.3	B	52.4	19.3	B	52.4	0.0	19.3	B	55.4	19.3	B	55.4	0.0
			PM	19.8	B	78.5	19.8	B	78.5	0.0	19.8	B	80.7	19.8	B	80.7	0.0
		EB Through	AM	22.6	C	491.6	22.7	C	493.5	1.9	23.8	C	516.2	23.9	C	518.2	2.0
			PM	24.5	C	530.9	24.8	C	537.4	6.5	26.3	C	563.2	26.7	C	571.3	8.1
		EB Right	AM	10.3	B	10.0	10.3	B	10.0	0.0	10.3	B	10.0	10.3	B	10.0	0.0
			PM	10.3	B	9.3	10.3	B	9.3	0.0	10.3	B	9.3	10.3	B	9.3	0.0
		WB Left	AM	43.2	D	50.4	43.4	D	50.5	0.1	46.5	D	54.3	46.7	D	54.4	0.1
			PM	57.4	E	87.3	58.4	E	88.0	0.7	63.1	E	92.8	64.3	E	93.7	0.9
		WB Through	AM	14.6	B	241.9	14.6	B	244.9	3.0	14.8	B	250.8	14.9	B	253.8	3.0
			PM	16.7	B	323.0	16.8	B	325.6	2.6	17.0	B	334.6	17.1	B	336.6	2.0
2	Mohawk Street / Sunset Boulevard (Signalized)	NB Left/Through/Right	AM	39.1	D	78.5	36.1	D	75.6	-2.9	36.1	D	75.6	36.1	D	76.6	1.0
			PM	35.2	D	52.9	35.3	D	55.9	3.0	35.3	D	53.9	35.4	D	57.0	3.1
		SB Left/Through/Right	AM	34.9	C	44.4	36.3	D	83.8	39.4	34.9	C	45.4	36.3	D	84.8	39.4
			PM	34.6	C	35.1	35.3	D	55.8	20.7	34.6	C	36.1	35.3	D	56.8	20.7
		EB Left	AM	36.6	D	30.3	36.7	D	33.3	3.0	36.7	D	31.3	36.8	D	34.2	2.9
			PM	37.1	D	43.6	37.5	D	53.7	10.1	37.2	D	44.6	37.6	D	54.7	10.1
		EB Through	AM	41.0	D	641.3	41.0	D	641.3	0.0	45.0	D	686.3	45.0	D	686.3	0.0
			PM	58.5	E	821.0	58.5	E	821.0	0.0	66.6	E	896.2	66.6	E	896.2	0.0
		EB Right	AM	41.3	D	631.7	41.3	D	631.7	0.0	45.4	D	676.6	45.4	D	676.6	0.0
			PM	59.0	E	810.4	59.0	E	810.4	0.0	67.2	E	885.6	67.2	E	885.6	0.0
		WB Left	AM	37.7	D	57.3	37.7	D	57.3	0.0	37.7	D	58.2	37.7	D	58.2	0.0
			PM	37.0	D	40.6	37.0	D	40.6	0.0	37.0	D	41.6	37.0	D	41.6	0.0
		WB Through	AM	20.6	C	285.9	20.6	C	287.7	1.8	20.9	C	296.4	21.0	C	298.3	1.9
			PM	26.8	C	435.8	27.3	C	444.1	8.3	27.8	C	453.9	28.3	C	462.6	8.7
		WB Right	AM	20.6	C	280.0	20.7	C	281.4	1.4	21.0	C	290.4	21.0	C	291.8	1.4
			PM	26.9	C	426.6	27.4	C	433.8	7.2	27.9	C	444.4	28.4	C	452.0	7.6

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2022 FUTURE W/O PROJECT			YEAR 2022 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
3	Alvarado Street / Sunset Boulevard (Signalized)	NB Left	AM	26.3	C	295.3	26.3	C	295.6	0.3	26.7	C	305.0	26.7	C	305.7	0.7
			PM	29.6	C	366.5	29.7	C	368.3	1.8	30.4	C	381.0	30.4	C	382.9	1.9
		NB Through	AM	27.3	C	283.1	27.3	C	283.4	0.3	27.8	C	292.7	27.9	C	293.4	0.7
			PM	31.5	C	354.0	31.6	C	355.8	1.8	32.5	C	368.8	32.7	C	370.7	1.9
		NB Right	AM	20.3	C	81.2	20.3	C	81.0	-0.2	20.4	C	85.7	20.4	C	85.7	0.0
			PM	32.4	C	324.3	32.6	C	325.7	1.4	33.6	C	337.0	33.7	C	338.9	1.9
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	25.6	C	279.2	25.6	C	279.2	0.0	26.0	C	288.2	26.0	C	288.2	0.0
		SB Through	AM	27.9	C	363.5	27.9	C	363.0	-0.5	28.5	C	375.6	28.5	C	375.6	0.0
			PM	26.5	C	267.8	26.5	C	267.8	0.0	27.0	C	276.9	27.0	C	276.9	0.0
		SB Right	AM	31.5	C	362.0	31.5	C	361.6	-0.4	32.4	C	374.8	32.4	C	374.8	0.0
			PM	21.1	C	108.4	21.1	C	108.4	0.0	21.2	C	114.1	21.2	C	114.1	0.0
		EB Left	AM	106.9	F	312.1	107.4	F	312.8	0.7	123.0	F	347.2	123.0	F	347.2	0.0
			PM	46.0	D	136.0	46.0	D	136.0	0.0	48.9	D	150.9	48.9	D	150.9	0.0
		EB Through	AM	60.0	E	597.8	64.6	E	628.1	30.3	66.2	E	638.3	71.6	E	672.4	34.1
			PM	51.3	D	539.3	53.2	D	552.9	13.6	57.2	E	580.9	59.5	E	595.3	14.4
		EB Right	AM	24.2	C	120.1	24.3	C	124.6	4.5	24.3	C	123.8	24.5	C	128.4	4.6
			PM	22.6	C	70.9	22.6	C	73.3	2.4	22.7	C	74.2	22.7	C	76.6	2.4
		WB Left	AM	68.4	E	216.5	68.7	E	216.9	0.4	80.3	F	245.7	80.3	F	245.7	0.0
			PM	52.4	D	162.5	52.4	D	162.5	0.0	57.1	E	179.4	57.1	E	181.9	2.5
		WB Through	AM	38.3	D	431.4	38.6	D	434.3	2.9	40.5	D	453.3	40.9	D	456.7	3.4
			PM	29.0	C	295.3	29.3	C	301.0	5.7	29.4	C	303.6	29.7	C	309.5	5.9
		WB Right	AM	20.7	C	11.5	20.7	C	11.5	0.0	20.9	C	18.0	20.9	C	18.0	0.0
			PM	21.3	C	29.3	21.3	C	29.3	0.0	21.4	C	35.3	21.4	C	35.3	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.
[2] Control delay reported in seconds per vehicle.
[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.
[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

LINSCOTT
LAW &
GREENSPAN
engineers

TRANSPORTATION ASSESSMENT REPORT
2217-2235 SUNSET BOULEVARD
RESIDENTIAL PROJECT

City of Los Angeles, California
September 17, 2020

Prepared for:

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APPENDICES

APPENDIX	
A.	Approved Transportation Assessment Memorandum of Understanding
B.	Manual Traffic Count Data
C.	VMT Calculator Output
D.	HCM and Levels of Service Explanation HCM Data Worksheets – AM and PM Peak Hours

TRANSPORTATION ASSESSMENT REPORT

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

City of Los Angeles, California
September 17, 2020

1.0 INTRODUCTION

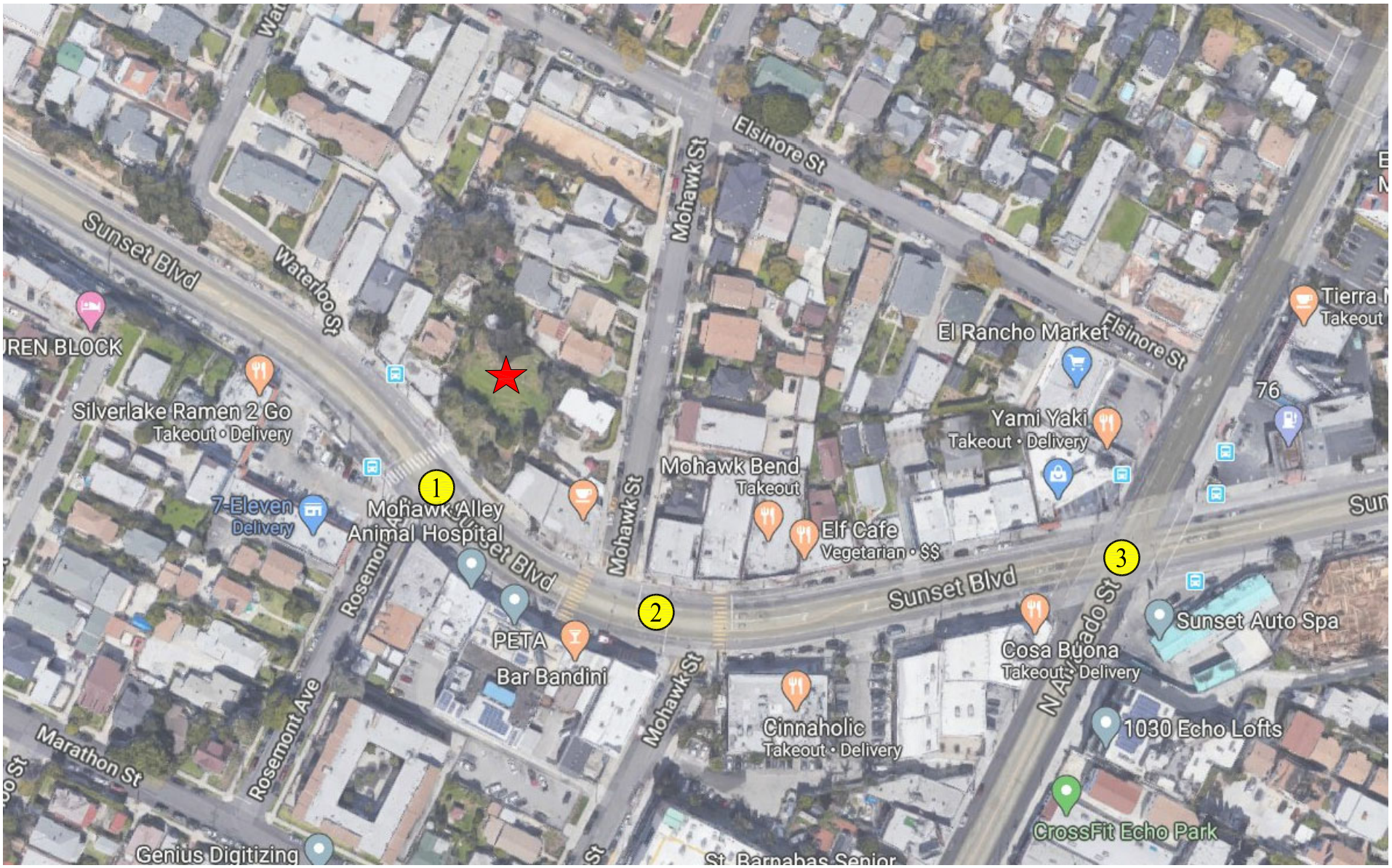
1.1 Transportation Assessment Overview

This transportation assessment report has been conducted to identify and evaluate the potential transportation impacts of the proposed residential project (the "Project") at 2217-2235 Sunset Boulevard and 2216-2218 Elsinore Street (the "Project Site") on the surrounding street system. The Project Site is located in the Silver Lake-Echo Park-Elysian Valley Community Plan area of the City of Los Angeles, California. The Project Site is generally bounded by Elsinore Street to the north, Sunset Boulevard to the south, Mohawk Street to the east, and existing multi-family residential developments to the west. The Project Site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles (the "City") transportation assessment guidelines[1] (TAG). The City's TAG are focused on transportation metrics that promote the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City's TAG identify vehicle miles traveled (VMT) as the primary metric for evaluating a project's transportation impacts along with whether the proposed project conflicts or is inconsistent with local plans and policies. In addition, the City's TAG require evaluation of non-CEQA mobility elements such as pedestrian, bicycle and transit access, project access and circulation, project construction, and the potential for residential street intrusion.

This transportation assessment presents (i) a CEQA assessment of Project-related VMT, (ii) a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) a non-CEQA evaluation of Project access, safety and circulation, (v) a non-CEQA review of Project construction activities, and (vi) improvement measures, if deemed necessary.

[1] *Transportation Assessment Guidelines,* City of Los Angeles Department of Transportation, July 2019.



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MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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1.2 Study Area

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The analysis criteria were determined based on the City's TAG, the Project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment Memorandum of Understanding (MOU) for the Project on June 25, 2020. The approved MOU is contained in ***Appendix A***.

2.0 PROJECT DESCRIPTION

2.1 Project Site Location

The Project Site is located at 2217-2235 Sunset Boulevard and 2216-2218 Elsinore Street in the Silver Lake-Echo Park-Elysian Valley Community Plan Area of the City of Los Angeles. The Project Site is generally bounded by Elsinore Street to the north, Sunset Boulevard to the south, Mohawk Street to the east, and existing multi-family residential developments to the west. The Project Site location and general vicinity are shown in *Figure 1–1*.

The Project Site is currently served by many local and regional/commuter public transit lines via stops located within convenient walking distance along Sunset Boulevard. The bus lines include: Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704.

2.2 Existing Project Site

The Project Site comprises of approximately 1.14 acres and is currently occupied by a single-family home and 2,988 square feet of commercial floor area that were active for at least six months within the two years prior to preparation and approval of the transportation assessment MOU. Vehicular access to the Project Site is currently provided via one driveway located along the west side of Mohawk Street at the easterly end of the Project Site and one driveway located along the south side of Elsinore Street at the northerly end of the Project Site. The Project Site is highlighted in an aerial photograph presented in ***Figure 2-1***.

2.3 Project Description

As currently proposed, the Project consists of the removal of the existing uses and developing 158 residential apartment dwelling units and 18 affordable family housing dwelling units. The Project proposes to provide 203 parking spaces within an on-site parking garage. Construction and occupancy of the Project is planned to be completed by the year 2024. The site plan for the Project is illustrated in ***Figure 2–2***.

2.4 Vehicular Project Site Access

Proposed vehicular access to the Project Site will be provided via one driveway located along the west side of Mohawk Street at the easterly end of the Project Site. The Project driveway will provide access to the Project's on-site parking garage. The Project driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

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MAP SOURCE: GOOGLE MAPS
PROJECT SITE

FIGURE 2-1
PROJECT SITE AERIAL

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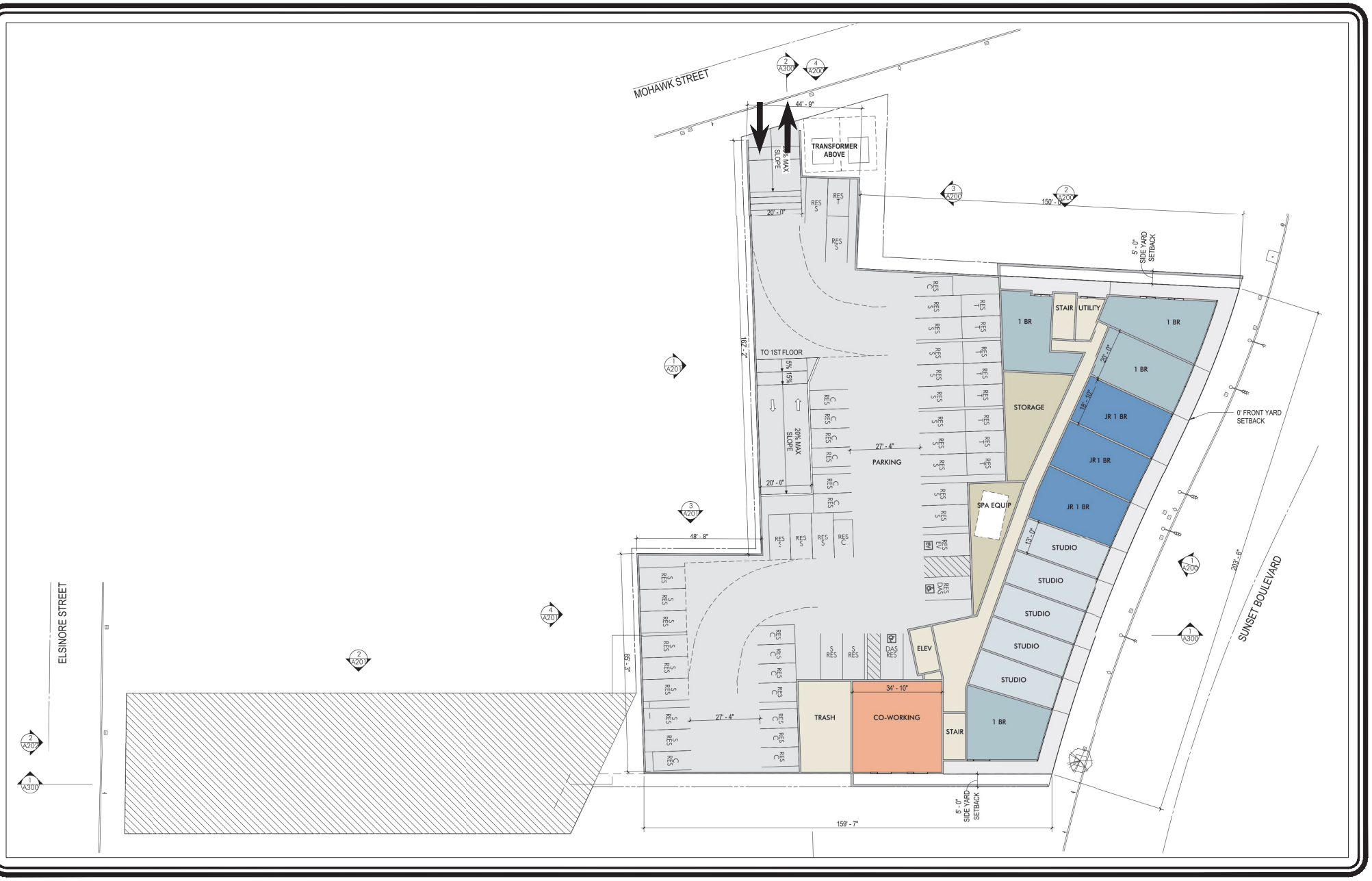

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MAP SOURCE: OTTINGER ARCHITECTS

FIGURE 2-2
PROJECT SITE PLAN

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2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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2.5 Project Parking

The Project proposes to provide a total of 203 parking spaces within the on-site parking garage.

2.6 Project Loading

Loading activities associated with service and delivery operations, trash collection and waste management for the Project will utilize the proposed driveway located along the west side of Mohawk Street, (i.e., along the Project Site's easterly frontage). The proposed driveway will lead into the Project's parking garage and loading areas. Therefore, all loading activities will occur off-street and internally to the Project Site.

2.7 Project Traffic Generation and Distribution

2.7.1 *Project Traffic Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[2] and the affordable housing trip rates published in Table 3.3-2 of the TAG. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project land use components:

- Apartments: ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the residential apartment component of the Project.

- Affordable Family Housing: LADOT Affordable Housing (Family) trip generation average rates were used to forecast the traffic volumes expected to be generated by the affordable family housing component of the Project.

In addition to the trip generation forecasts for the proposed Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land uses. The existing land uses to be removed include one single-family home and 2,988 square feet of commercial floor area. ITE Land Use Code 210 (Single-Family Detached Housing) and ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to estimate the trip reduction related to the removal of the existing uses from the Project Site.

Furthermore, a forecast was also made of the transit trips that will be generated by the Project in lieu of trips by the private automobile. The transit reduction is based on the Project Site's proximity to the various bus lines, as well as the land use characteristics of the Project. The bus lines include: Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Further discussion of

[2] Institute of Transportation Engineers, *Trip Generation Manual,* 10th Edition, Washington, D.C., 2017.

the transit framework is provided in Section 3.2 herein. A transit adjustment of 15% has been utilized, consistent with guidance provided in the TAG.

Lastly, a forecast was made of likely pass-by trips. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. In this instance, the adjacent roadway to the Project Site includes Sunset Boulevard. Based on the criteria set forth in the TAG under Attachment H, a 50% pass-by reduction adjustment was applied to the commercial land use component of the Project.

The trip generation forecast for the Project was submitted for review and approval by LADOT staff. As presented in ***Table 2–1***, the Project is expected to generate 69 net new vehicle trips (16 inbound trips and 53 outbound trips) during the AM peak hour. During the PM peak hour, the Project is expected to generate 77 net new vehicle trips (48 inbound trips and 29 outbound trips).

It is noted that the daily trip generation forecast for the Project is provided in ***Appendix C***.

2.7.2 *Project Traffic Distribution and Assignment*

Project traffic volumes both entering and exiting the Project Site have been distributed and assigned to the adjacent street system based on the following considerations:

- The Project Site's proximity to major traffic corridors (i.e. Alvarado Street, Sunset Boulevard, US-101 Freeway, SR-2 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site assuming the site access and circulation scheme described in Section 2.4;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods; and
- Input from LADOT staff.

The general, directional traffic distribution patterns for the Project are presented in ***Figure 2–3***. The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the Project are presented in ***Figures 2–4*** and ***2–5***, respectively. The traffic volume assignments presented in *Figures 2–4* and *2–5* reflect the traffic distribution characteristics shown in *Figure 2–3* and the Project traffic generation forecast presented in *Table 2–1*.

Table 2-1
PROJECT TRIP GENERATION [1]

24-Jun-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	158 DU	17	56	73	55	33	88
Affordable Family Housing [4]	18 DU	3	6	9	4	3	7
Subtotal		20	62	82	59	36	95
Transit Trips [5]							
Apartments (15%)		(3)	(8)	(11)	(8)	(5)	(13)
Subtotal		(3)	(8)	(11)	(8)	(5)	(8)
Subtotal Project Driveway Trips		**17**	**54**	**71**	**51**	**31**	**82**
Existing Site							
Single-Family Home [6]	(1) DU	0	(1)	(1)	(1)	0	(1)
Retail [7]	(2,988) GSF	(2)	(1)	(3)	(5)	(6)	(11)
Subtotal		(2)	(2)	(4)	(6)	(6)	(12)
Transit Trips [5]							
Retail (15%)		0	0	0	1	1	2
Subtotal		0	0	0	1	1	2
Subtotal Existing Driveway Trips		**(2)**	**(2)**	**(4)**	**(5)**	**(5)**	**(10)**
NET INCREASE DRIVEWAY TRIPS		**15**	**52**	**67**	**46**	**26**	**72**
Existing Pass-By Trips [8]							
Retail (50%)		1	1	2	2	3	5
NET INCREASE "OFF-SITE" TRIPS		**16**	**53**	**69**	**48**	**29**	**77**

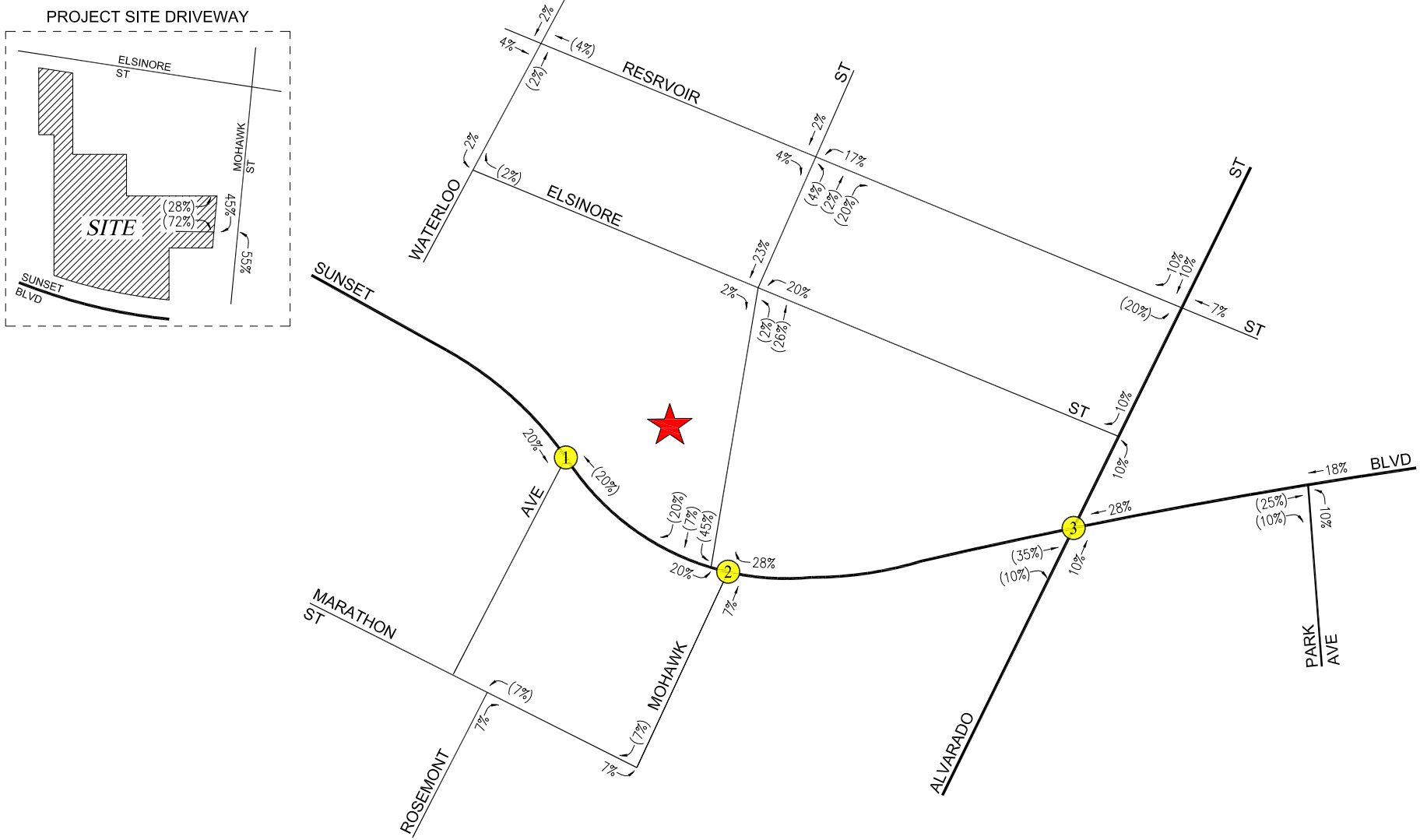
[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The project site is located within a 1/4 mile of a Metro RapidBus stop. The trip reduction for transit trips has been applied based on the LADOT "Transportation Assessment Guidelines", July 2019, for developments within a 1/4 mile walking distance of a transit station or RapidBus stop.
[6] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[8] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the existing retail component based on the "LADOT Transportation Assessment Guidelines", July 2019 for Shopping Center less than 50,000 square feet.



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★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 2-3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

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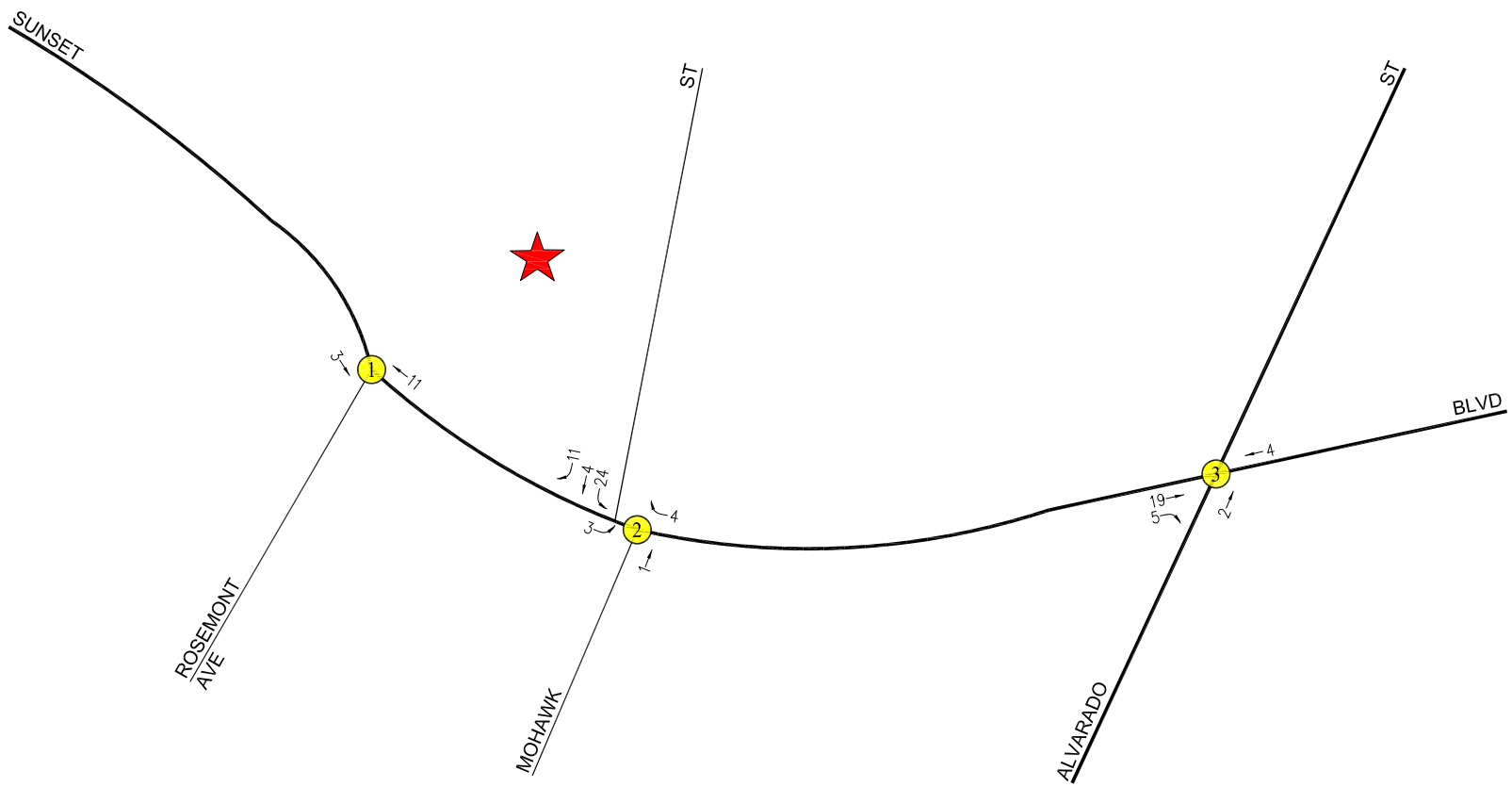

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PROJECT SITE

STUDY INTERSECTION

FIGURE 2-4
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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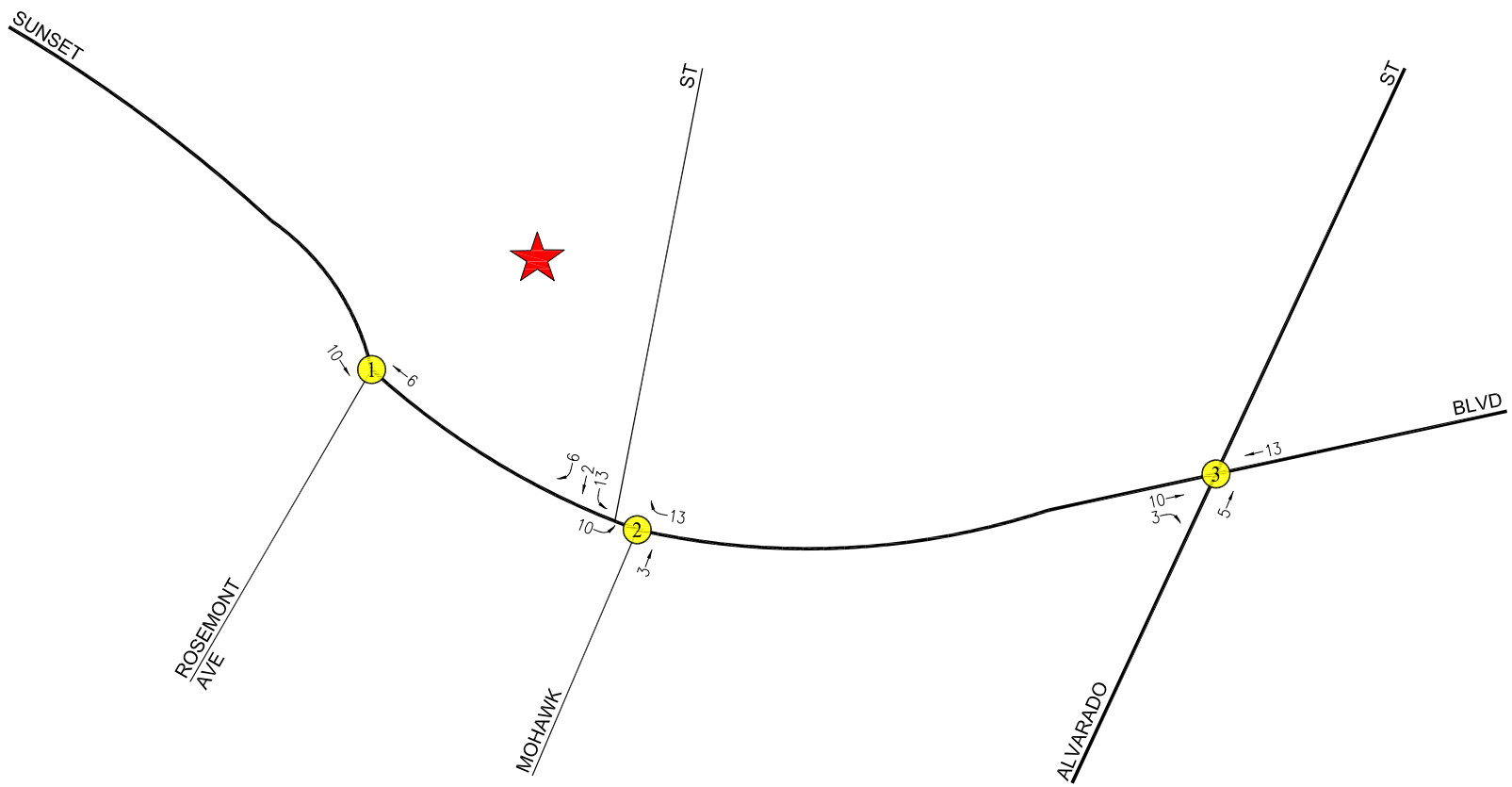

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PROJECT SITE

STUDY INTERSECTION

FIGURE 2-5
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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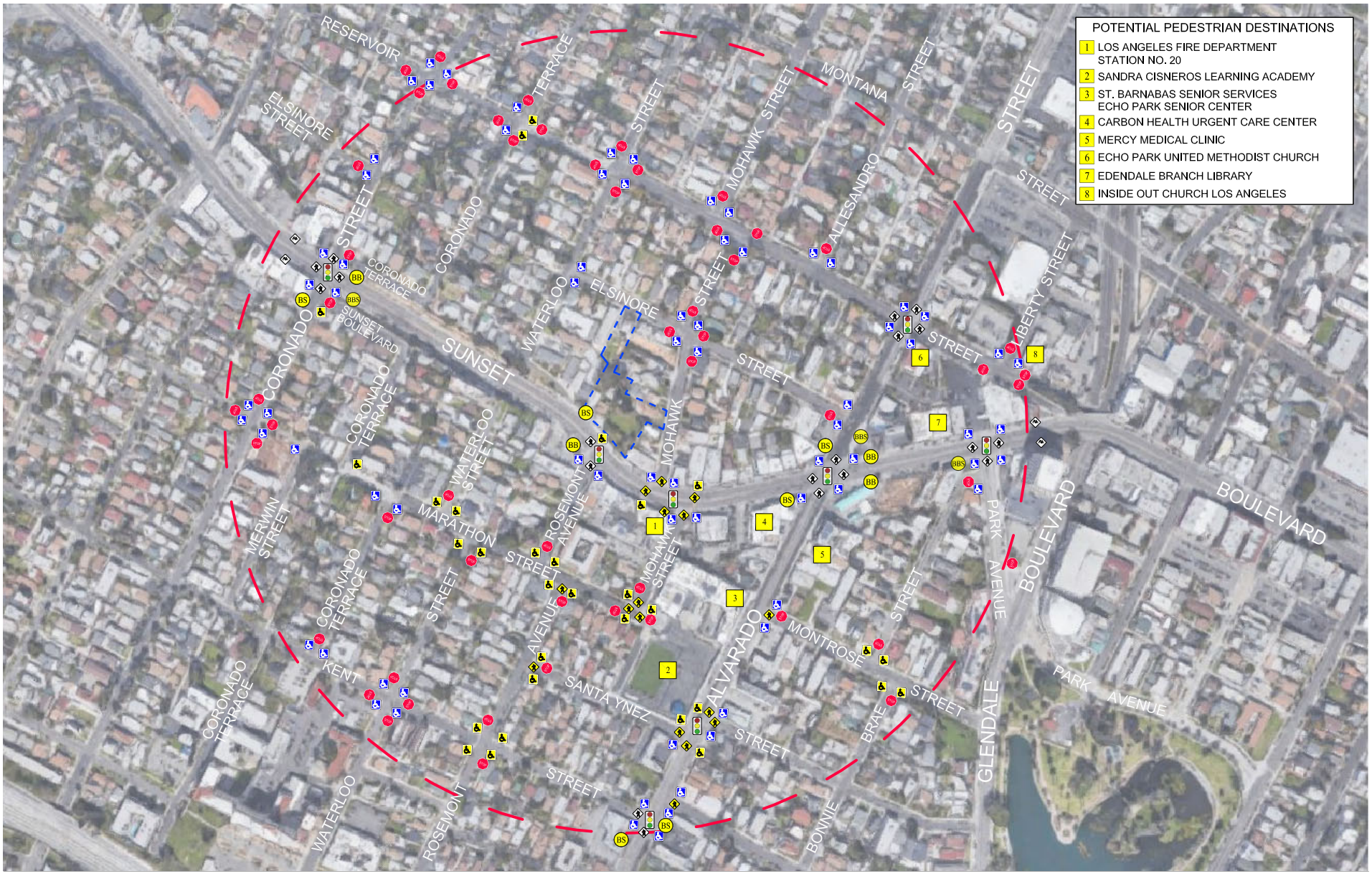
3.0 PROJECT CONTEXT

3.1 Non-Vehicle Transport System

3.1.1 *Pedestrian Framework*

Public sidewalks and pedestrian facilities are provided on streets within the Project vicinity. Public sidewalks ranging in width from 9 feet to 12 feet are provided along the Mohawk Street, Elsinore Street, and Sunset Boulevard property frontages. Potential pedestrian destinations located within an approximately one-quarter mile radius (i.e., 1,320 feet) from the Project Site are noted in ***Figure 3-1***, as stated in Section 3.2.4 of the TAG. Roadways designated by the City as Pedestrian Enhanced Districts in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3-2***. ***Figure 3-3*** shows the existing pedestrian and transit facilities in the direct vicinity of the Project Site. As presented in *Figure 3-3*, the following pedestrian facilities currently are provided in the direct vicinity of the Project Site:

- American With Disabilities Act (ADA) handicap ramps, including some with the yellow truncated domes, are provided at the following intersections located in the direct vicinity of the Project Site:
    - Waterloo Street / Reservoir Street
    - Waterloo Street / Elsinore Street
    - Waterloo Street / Marathon Street
    - Rosemont Avenue / Sunset Boulevard
    - Rosemont Avenue / Marathon Street
    - Mohawk Street / Reservoir Street
    - Mohawk Street / Elsinore Street
    - Mohawk Street / Sunset Boulevard
    - Mohawk Street / Marathon Street
    - Allesandro Street / Reservoir Street
    - Alvarado Street / Reservoir Street
    - Alvarado Street / Elsinore Street
    - Alvarado Street / Sunset Boulevard
    - Alvarado Street / Montrose Street



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
QUARTER-MILE RADIUS
SIGNAL
STOP SIGN

ADA CURB RAMP
ADA YELLOW TRUNCATED DOME
CROSSWALK
YELLOW CROSSWALK
BIKE ROUTE

BS BUS STOP
BB BUS STOP WITH BENCH
BBS BUS STOP WITH BENCH AND SHELTER

FIGURE 3-1
POTENTIAL PEDESTRIAN DESTINATIONS NEAR PROJECT SITE

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
PEDESTRIAN ENHANCED DISTRICT

FIGURE 3-2
CITY OF LOS ANGELES PEDESTRIAN ENHANCED DISTRICTS

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MAP SOURCE: GOOGLE MAPS

PROJECT SITE

SIGNAL

STOP SIGN

ADA CURB RAMP

ADA YELLOW TRUNCATED DOME

CROSSWALK

YELLOW CROSSWALK

BIKE ROUTE

BS BUS STOP

BB BUS STOP WITH BENCH

BBS BUS STOP WITH BENCH AND SHELTER

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FIGURE 3-3
EXISTING NEARBY PEDESTRIAN AND TRANSIT FACILITIES

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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- Traditional parallel bar or continental style pedestrian crosswalks approximately 16 feet in width are provided at the following intersections located near the Project Site:
  - Rosemont Avenue / Sunset Boulevard
  - Rosemont Avenue / Marathon Street
  - Mohawk Street / Sunset Boulevard
  - Mohawk Street / Marathon Street
- Pedestrian crossing signals and push buttons are presently included as part of the traffic signal controls at the nearby signalized intersections that are noted in *Figure 3-3*.

The Project has been designed to encourage pedestrian activity and walking as a transportation mode[3]. Entrances for pedestrians are planned for the Project and will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- Convivial: Pedestrian routes are friendly and attractive and are perceived as such by pedestrians.
- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.
- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

[3] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 94 (Walker's Paradise) out of 100 for the Project Site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for walking.

3.1.2 *Bicycle Network*

Bicycle access to the Project Site is facilitated by the City's bicycle roadway network. Walk Score calculates a bike score based on the topography, number and proximity of bike lanes, etc., and generates a bike score for the Project Site of approximately 63 (Bikeable) out of 100[4]. Existing bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) identified in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site[5]. It is important to note that the 2010 Bicycle Plan goals and policies have been folded into the Mobility Plan 2035 to reflect a commitment to a balanced, multi-modal viewpoint.

Roadways within the City's Bicycle Enhanced Network (low stress network) in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3-4***.

The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

3.2 Transit Framework

The Project Site is currently served by many local and regional public transit lines via stops within convenient walking distance along Sunset Boulevard. Public transit service in the immediate Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). The bus lines include: Metro Local Lines 2, 4, 92, 200, 603, and Metro Rapid 704. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 63 (Good Transit) out of 100[6] for the Project Site. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3–1***. The existing public transit routes in the Project Site vicinity are illustrated in ***Figure 3–5***. Roadways within the City's Transit Enhanced Network in close proximity to the Project Site and in the surrounding area are shown in ***Figure 3–6***. In addition, the location of bus stops and amenities (e.g., bus benches, shelters, etc.) in the Project study area is displayed in *Figure 3–3.*

---

[4] Refer to http://www.walkscore.com/, which generates the bike score for the Project Site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for bicycling.

[5] Sources: City of Los Angeles Mobility Plan 2035 (2015), and City of Los Angeles Bicycle Plan. As noted in the Mobility Plan 2035, the 2010 Bicycle Plan and policies have been folded into the Mobility Plan to reflect a commitment to a balanced, multi-modal viewpoint.

[6] Refer to http://www.walkscore.com/, which generates the transit score for the Project Site. Walk Score calculates the transit score of an address by locating nearby bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-light lifestyle—not how aesthetically pleasing the area is for using transit service.

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
BICYCLE ENHANCED NETWORK

FIGURE 3-4
CITY OF LOS ANGELES BICYCLE ENHANCED NETWORK

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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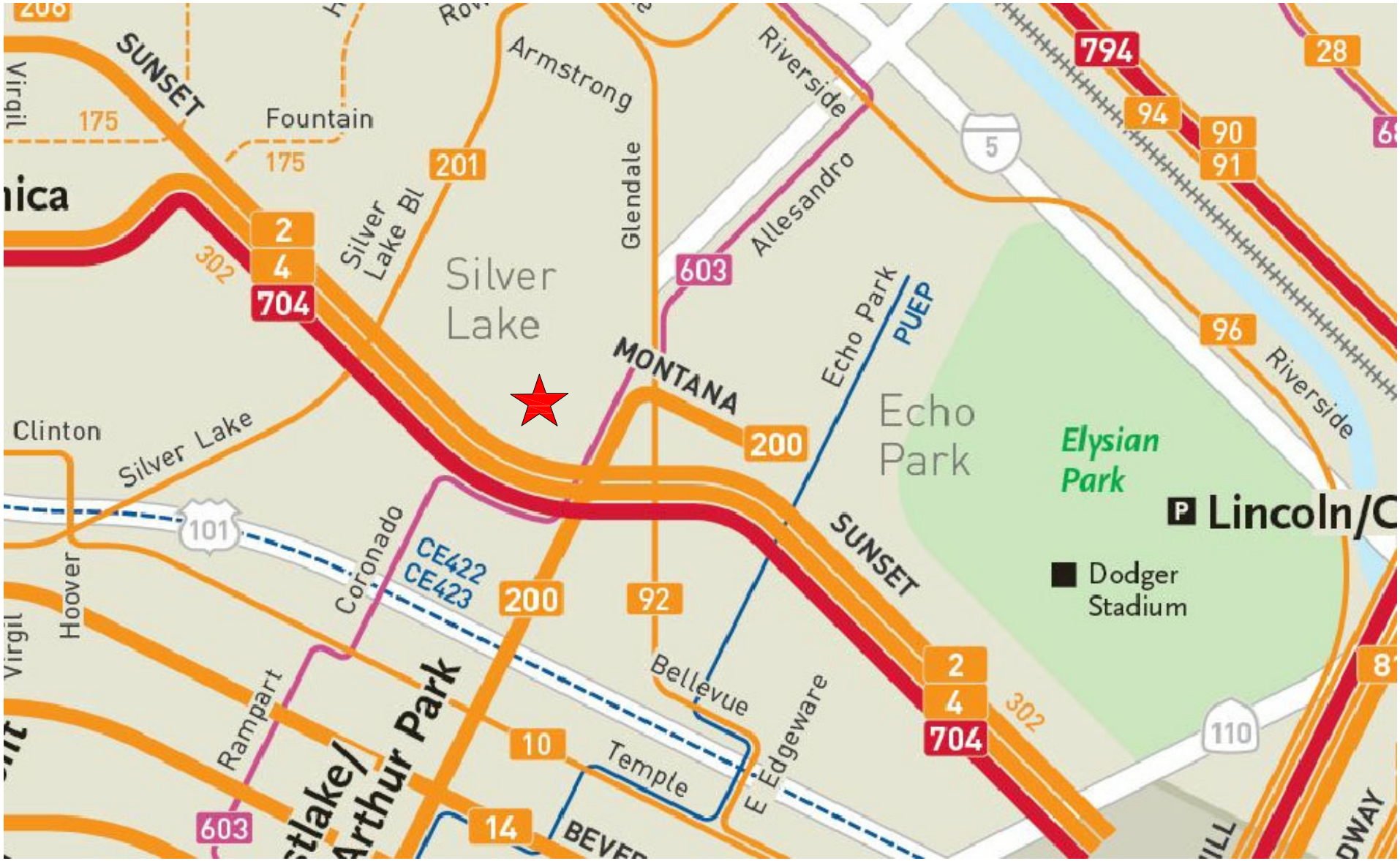
Table 3-1
EXISTING PUBLIC TRANSIT ROUTES [1]

25-Jun-20

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
Metro 2/302	Downtown Los Angeles to Westwood (via Sunset Boulevard and Santa Monica Boulevard)	Sunset Boulevard	EB WB	4 7	8 5
Metro 4	Downtown Los Angeles to Santa Monica (via Sunset Boulevard and Santa Monica Boulevard)	Sunset Boulevard	EB WB	5 5	7 5
Metro 92	Sylmar to Downtown Los Angelese (via Glenoaks Boulevard, Brand Boulevard, and Glendal Boulevard)	Glendale Boulevard	NB SB	2 2	3 3
Metro 200	Echo Park to Exposition Park (via Alvarado Street and Hoover Street)	Alvarado Street	NB SB	7 6	7 7
Metro 603	Glendale Galleria to Grand/Los Angeles Trade Technical College Station (via San Fernando Road, Rampart Boulevard, and Hoover Street)	Alvarado Street, Sunset Boulevard	NB SB	6 5	4 5
Metro Rapid 704	Downtown Los Angeles to Santa Monica (via Sunset Boulevard and Santa Monica Boulevard)	Sunset Boulevard	EB WB	4 5	5 4
			Total	**58**	**63**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2020.



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MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

★ PROJECT SITE

FIGURE 3-5
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
TRANSIT ENHANCED NETWORK

FIGURE 3-6
CITY OF LOS ANGELES TRANSIT ENHANCED NETWORK

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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3.3 Vehicle Network

3.3.1 *Regional Highway Access*

Regional vehicular access to the Project Site is provided by the SR-2 (Glendale) Freeway and US-101 (Hollywood) Freeway. Brief descriptions of the SR-2 and US-101 Freeways are provided in the following paragraphs.

SR-2 (Glendale) Freeway is a north-south oriented state highway that extends from Wrightwood to Santa Monica. In the Project vicinity, two to three mixed-flow freeway lanes are provided in each direction on the SR-2 Freeway. Northbound and southbound ramps are provided on the SR-2 Freeway at Glendale Boulevard in the Project vicinity and are located approximately 0.9 miles north of the Project Site.

US-101 (Hollywood) Freeway is a north-south oriented freeway that extends across Northern and Southern California. In the Project vicinity, four mixed-flow freeway lanes are provided in each direction on the US-101 Freeway. Northbound and southbound ramps are provided on the US-101 Freeway at Alvarado Street in the Project vicinity and are located approximately 0.4 miles south of the Project Site.

3.3.2 *Local Roadway System*

The following intersections were selected in consultation with LADOT staff for analysis of potential traffic impacts due to the proposed Project:

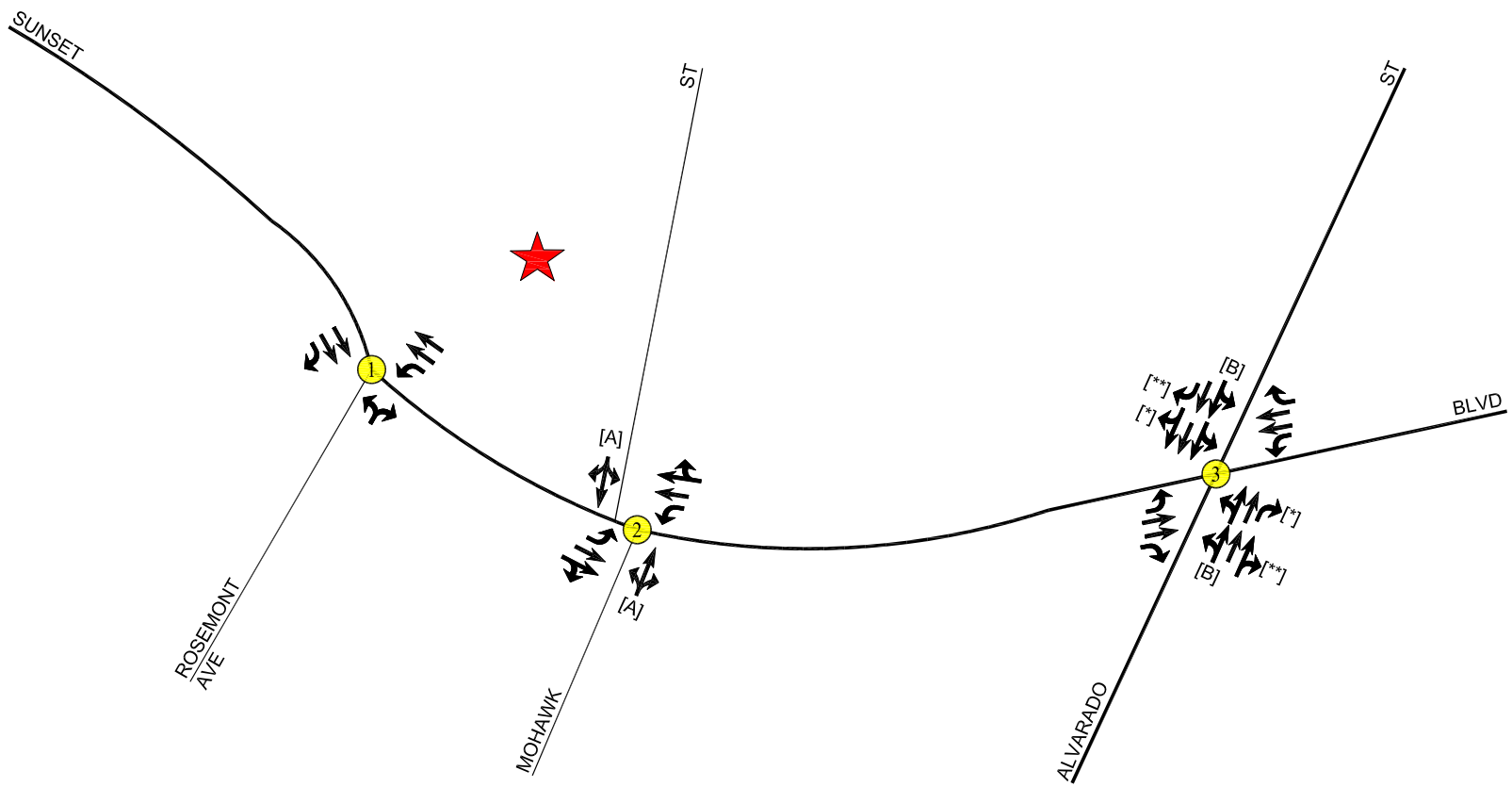
1. Rosemont Avenue / Sunset Boulevard (signalized)
2. Mohawk Street / Sunset Boulevard (signalized)
3. Alvarado Street / Sunset Boulevard (signalized)

The above intersections are all presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 3–7***.

3.3.3 *Roadway Descriptions*

Immediate access to the Project Site is provided via Mohawk Street. A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

Rosemont Avenue is a north-south oriented roadway located west of the Project Site. Within the Project study area, Rosemont Avenue is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Rosemont Avenue within the Project study area. There is no speed limit posted on Rosemont Avenue in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).



NOT TO SCALE

- ★ PROJECT SITE
- Ⓧ STUDY INTERSECTION
- [A] SPLIT PHASING
- [B] NO LEFT-TURN 7AM-7PM
- [*] AM PEAK HOUR
- [**] PM PEAK HOUR

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FIGURE 3-7
EXISTING LANE CONFIGURATIONS

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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Mohawk Street is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Mohawk Street is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Mohawk Street within the Project study area. There is no speed limit posted on Mohawk Street in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Alvarado Street is a north-south oriented roadway located east of the Project Site. Within the Project study area, Alvarado Street is designated as an Avenue II by the City. Two through travel lanes are generally provided in the northbound direction on Alvarado Street during the AM peak hour. During the PM peak hour, three through travel lanes are generally provided in the northbound direction on Alvarado Street within the Project study area. Three through travel lanes are generally provided in the southbound direction on Alvarado Street during the AM peak hour. During the PM peak hour, two through travel lanes are generally provided in the southbound direction on Alvarado Street within the Project study area. Alvarado Street is posted for a speed limit of 35 miles per hour within the Project study area.

Elsinore Street is an east-west oriented roadway that borders the Project Site to the north. Within the Project study area, Elsinore Street is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Elsinore Street within the Project study area. There is no speed limit posted on Elsinore Street in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with California Vehicle Code Section 22352(b)(1).

Sunset Boulevard is an east-west oriented roadway that borders the Project Site to the south. Within the Project study area, Sunset Boulevard is designated as an Avenue I by the City. Two through travel lanes are generally provided in each direction on Sunset Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Sunset Boulevard at the Mohawk Street intersection and at the Alvarado Street intersection. A separate exclusive left-turn lane is provided in the westbound direction on Sunset Boulevard at the Rosemont Avenue intersection. Sunset Boulevard is posted for a speed limit of 35 miles per hour within the Project study area.

3.3.4 *City of Los Angeles High Injury Network*

Vision Zero[7] is a citywide initiative which prioritizes the safety of pedestrians and bicyclists on public streets, with the understanding that roads which are safe for vulnerable users will be safer for all users, in an effort to eliminate traffic fatalities. Key elements of the policy, such as reducing traffic speeds, are founded on the principles of engineering, education, enforcement, evaluation, and equity. Originating in Sweden, the policy has been adopted in numerous other North American cities, including California cities such as San Francisco and San Diego.

Mayor Eric Garcetti issued Executive Directive No. 10 in August 2015, formally launching the Vision Zero initiative in Los Angeles. Vision Zero is also a stated safety objective in the

Mobility Plan 2035, which sets the goal of zero traffic deaths by 2035. Jointly directed by LADOT and the Police Department, Vision Zero takes a multi-disciplinary approach to identifying safety risk factors and implementing solutions on a citywide scale. Using a methodology originally developed by the San Francisco Public Health Department, the Vision Zero Task Force has identified streets where investments in safety will have the most impact in reducing severe injuries and traffic fatalities in the City. These roads are collectively known as the High Injury Network (HIN). The HIN will be reviewed by the LADOT's Vision Zero group for potential engineering re-design as well as educational and enforcement campaigns.

As shown in ***Figure 3-8***, roadways in the immediate vicinity of the Project which have been identified on the HIN are noted below:

- Alvarado Street
- Glendale Boulevard
- Sunset Boulevard

If a proposed project results in significant transportation impacts, LADOT's Vision Zero group will review those specific locations and immediate vicinity for potential safety enhancements that are consistent with the City's Vision Zero initiative. It is noted that further review of the HIN is regulatory in nature and will not alter the conclusions of this transportation assessment.

3.4 Traffic Counts

In April 2020, LADOT issued guidance[8] to transportation consultants related to traffic count data to be used in transportation assessments prepared in accordance with the City's TAG. Because traffic count data could not be collected at the study intersections due to the Covid-19 pandemic, LADOT has directed transportation consultants to use historical data, with appropriate modifications to represent current (pre-pandemic) traffic volume conditions. For this transportation assessment, the following techniques were used to estimate current year (2020) peak hour turning movement traffic volumes at the study intersections:

- Rosemont Avenue / Sunset Boulevard: Peak hour traffic volume data collected at this intersection in 2009 were increased by a 0.5% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.
- Mohawk Street / Sunset Boulevard: Peak hour traffic volume data collected at this intersection in 2009 were increases by a 0.5% annual traffic growth rate through the year 2020 to estimate current year traffic volumes.

[7] *Vision Zero Los Angeles 2015-2025*, August 2015.
[8] *Pandemic-related updates to LADOT's Transportation Assessment Requirements,* LADOT, April 17, 2020.

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
PROJECT SITE
HIGH INJURY NETWORK

FIGURE 3-8
CITY OF LOS ANGELES HIGH INJURY NETWORK

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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- Alvarado Street / Sunset Boulevard: Peak hour traffic volume data collected at this intersection in 2019 were increased by a 1.0% annual traffic growth rate through the year 2020 to estimate current year traffic volumes. Further discussion of the annual traffic growth rate is provided in Section 3.5.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 3–9*** and ***3–10***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix B***.

3.5 Cumulative Development Projects

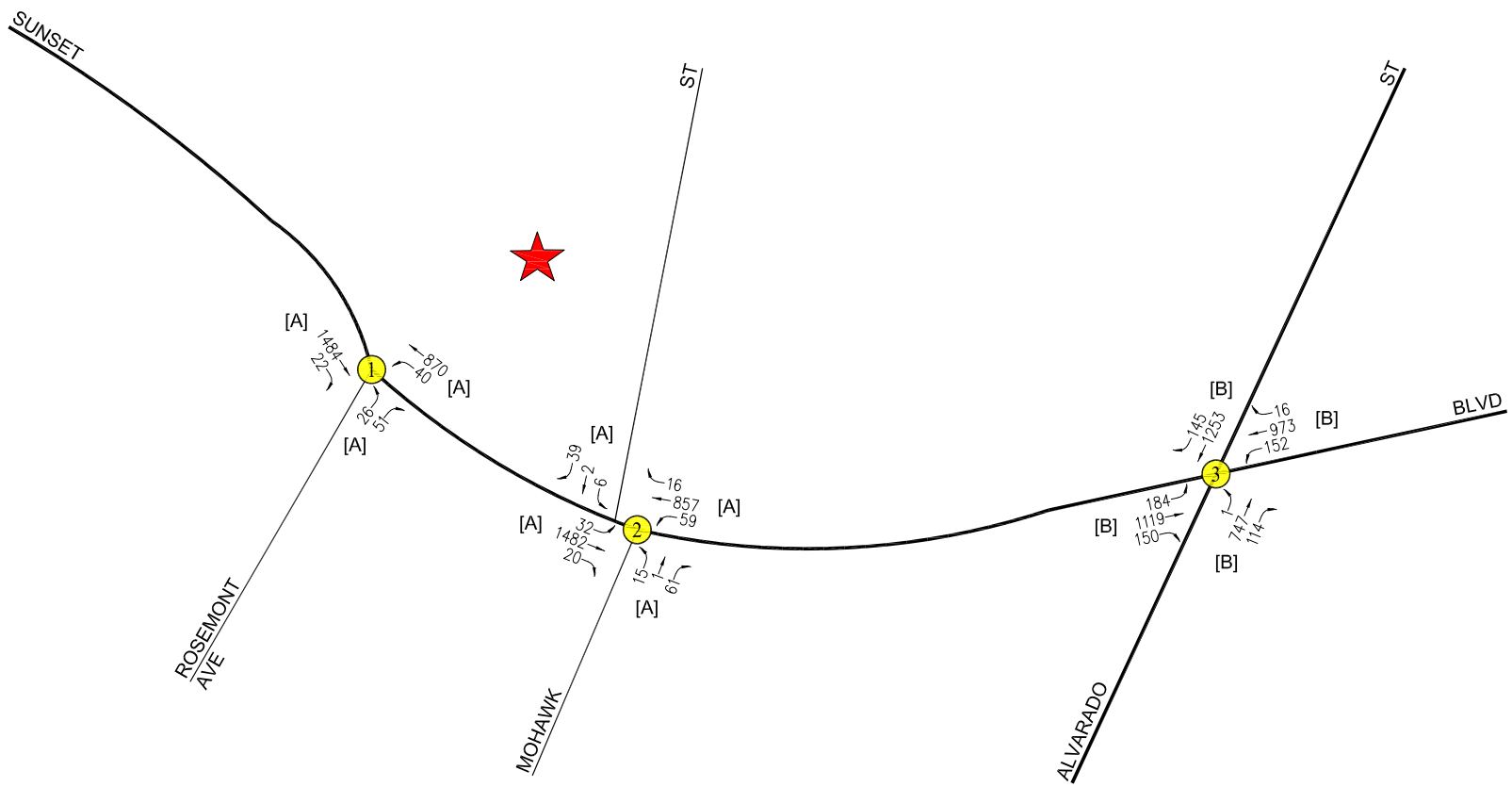
3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the Project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the Project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at LADOT within a 0.5-mile radius of the Project Site. The list of related projects in the Project Site area is presented in ***Table 3–2***. The location of the related projects is shown in ***Figure 3–11***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3–2*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 3–12*** and ***3–13***, respectively.

3.5.2 *Ambient Traffic Growth*

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to and including the year 2024 (i.e., the anticipated year of Project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* ("CMP manual") and determined in consultation with LADOT staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the Glendale area (i.e., Regional Statistical Area [RSA] 24), it is anticipated that the existing traffic volumes are expected to increase at an annual rate of approximately 0.27% per year between the years 2020 and 2025. Thus, application of an annual growth factor of 1.0% annual growth provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the Project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.



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★ PROJECT SITE
Ⓧ STUDY INTERSECTION
[A] 2009 TURNING MOVEMENT COUNTS WITH 0.5% GROWTH FACTOR THROUGH 2020
[B] 2019 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020

FIGURE 3-9
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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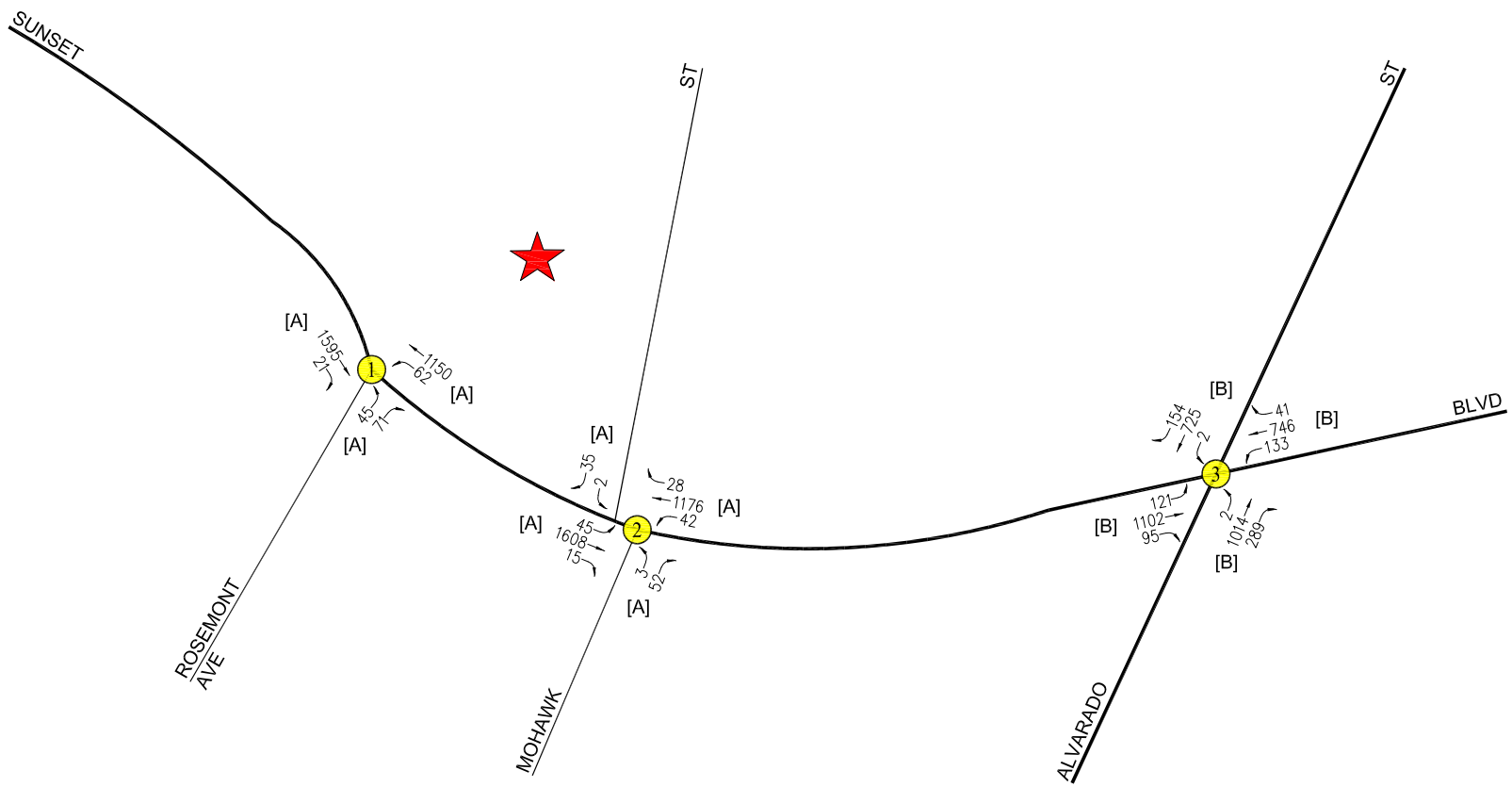

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★ PROJECT SITE

Ⓧ STUDY INTERSECTION

[A] 2009 TURNING MOVEMENT COUNTS WITH 0.5% GROWTH FACTOR THROUGH 2020

[B] 2019 TURNING MOVEMENT COUNTS WITH 1.0% GROWTH FACTOR THROUGH 2020

FIGURE 3-10
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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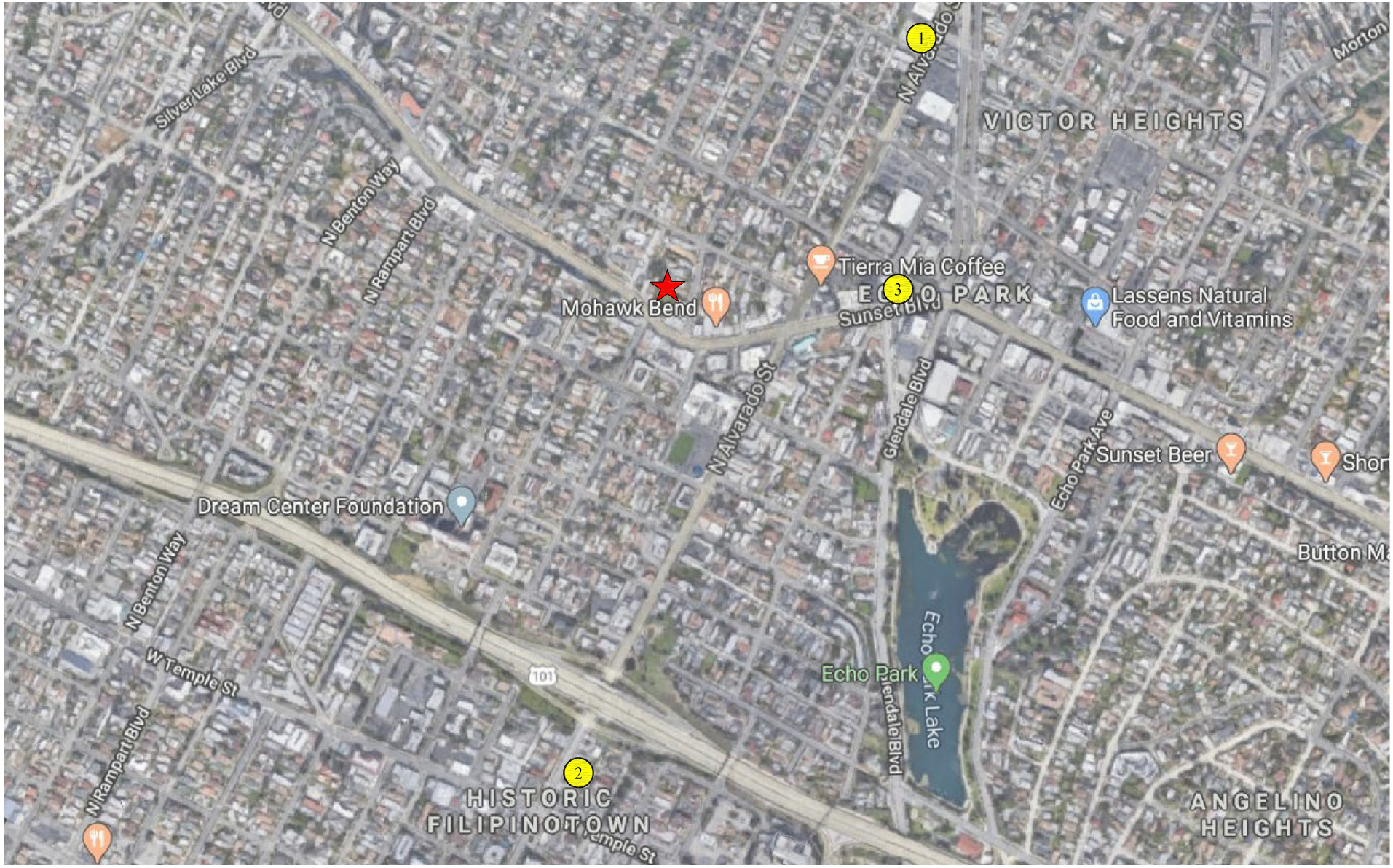
Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

24-Jun-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE		IN	OUT	TOTAL	IN	OUT	TOTAL
1	1455 N. Alvarado Street Mixed-Use Project	Proposed	1455 N. Alvarado Street	Retail Restaurant	2,984 GSF 5,050 GSF	790	33	29	62	33	26	59
2	Alvarado Temple Apartments	Proposed	422 N. Alvarado Street	Apartments	75 DU	380	8	19	27	20	13	33
3	1911 W. Sunset Boulevard Mixed-Use Project	Proposed	1911 W. Sunset Boulevard	Apartments Retail	170 DU 13,000 GSF	670	13	37	50	33	22	55
TOTAL						1,840	54	85	139	86	61	147

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
RELATED PROJECT

FIGURE 3-11
LOCATION OF RELATED PROJECTS

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2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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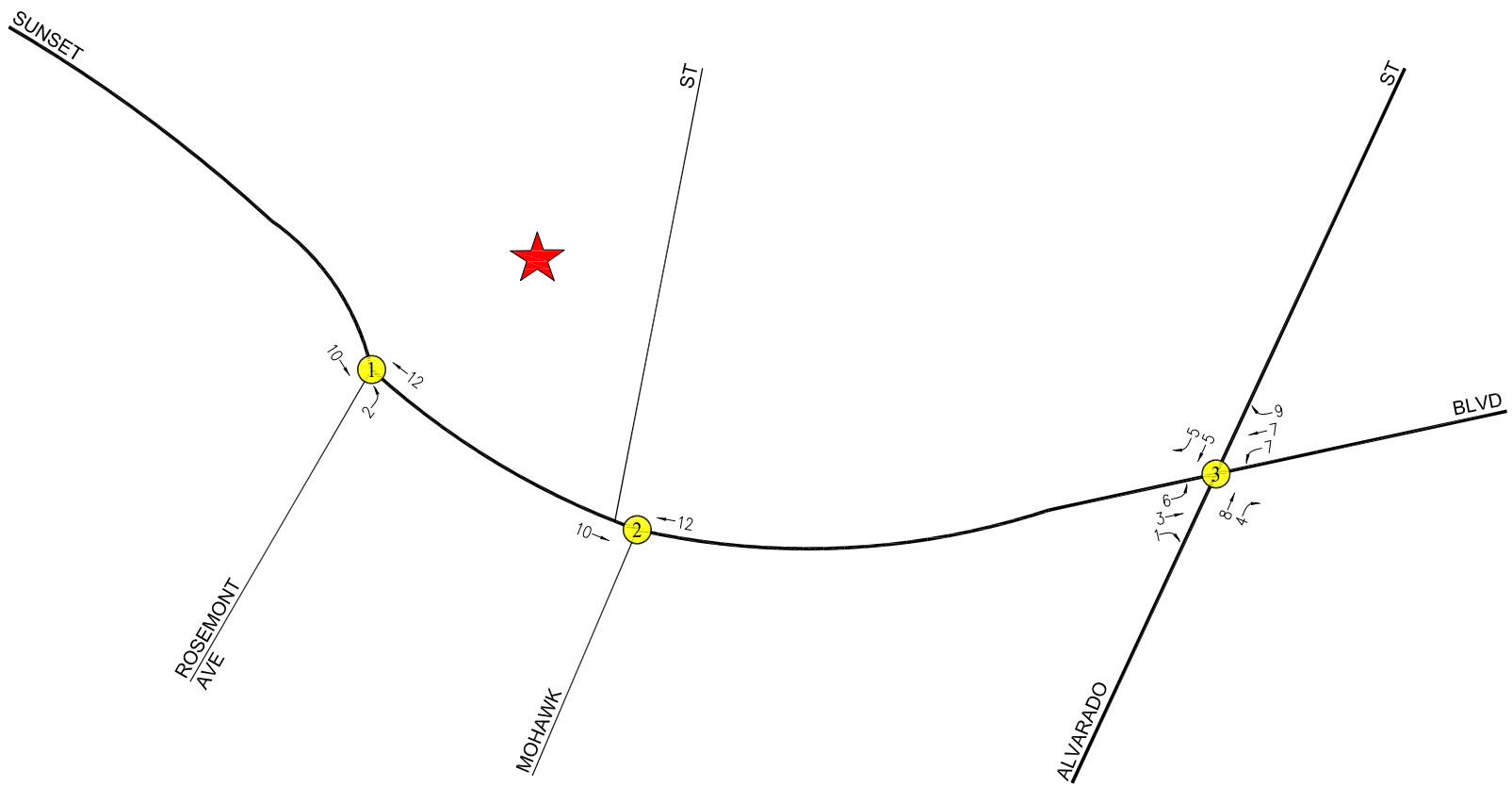

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PROJECT SITE

STUDY INTERSECTION

FIGURE 3-12
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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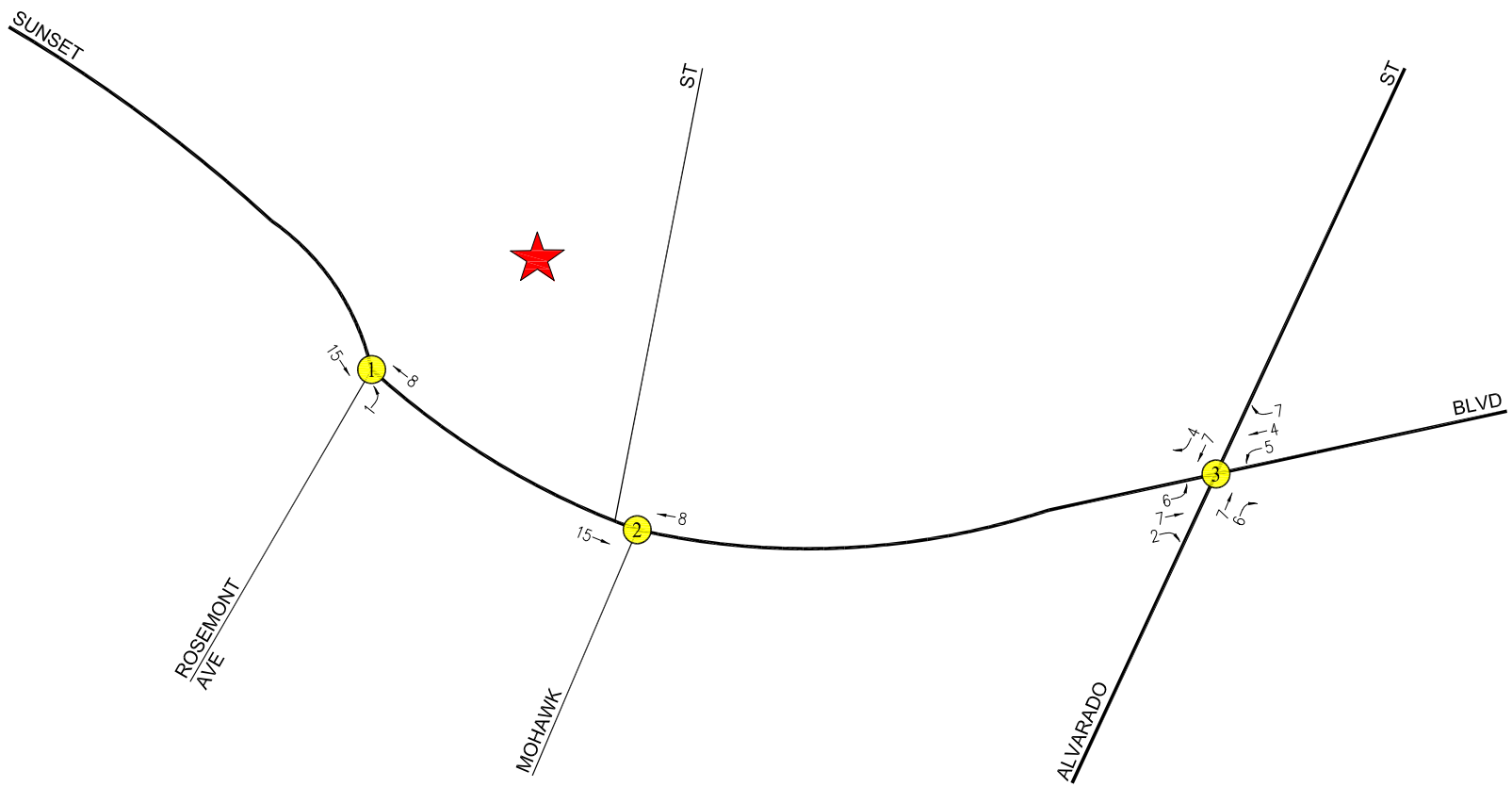

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PROJECT SITE

STUDY INTERSECTION

FIGURE 3-13
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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4.0 CEQA ANALYSIS OF TRANSPORTATION IMPACTS

4.1 Consistency with Adopted Plans and Policies (Threshold T-1)

The City of Los Angeles aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City's adopted transportation-related plans and policies affirm that streets should be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements for proposed developments should be consistent with the City's transportation goals and policies.

Proposed projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled. This section provides a review of the screening criteria and a summary of the consistency of the Project with the City's adopted plans and policies.

4.1.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is yes to any of the following questions, further analysis is required to assess whether the proposed project would conflict with adopted City plans, programs, ordinances, or policies that establish the transportation planning framework for all travel modes:

- Would the project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips (not considering any TDM measures). The net daily vehicle trips were forecast using the Screening Tab contained within Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the Project are contained in *Appendix C*. As indicated on the Screening Tab of the VMT Calculator (Page 1), the Project would generate 648 net new daily vehicle trips.
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?
  - No street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.
- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

- Yes, the Project Site comprises of approximately 1.14 acres. The Project Site's frontage along Sunset Boulevard, which is designated as an Avenue I, is approximately 200 linear feet. The Project Site's frontage does not encompass an entire block along an Avenue or Boulevard.

As the answer is "yes" to two out of the three screening criteria questions, further analysis is required to assess whether the Project would conflict with adopted City plans, programs, ordinances, or policies.

4.1.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for conflicts with plans, programs, ordinances, or policies (referred to a Threshold T-1) is defined as follows:

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

The threshold test is to assess whether a project would conflict with an adopted program, policy, plan, or ordinance that is adopted to protect the environment. In general, transportation policies or standards adopted to protect the environment are those that support multimodal transportation options and a reduction in VMT. Conversely, a project would not be shown to result in an impact merely based on whether or not it would implement a particular program, plan, policy, or ordinance. Many of these programs must be implemented by the City itself over time, and over a broad area, and it is the intention of this threshold test to ensure that proposed development projects and plans do not preclude the City from implementing adopted programs, plans and policies. This determination may require consultation with the City's Department of City Planning (LADCP) and LADOT.

The methodology for determining project's transportation impacts associated with conflicts with plans, programs, ordinances, or policies is defined per the City's TAG as follows:

- A project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. The Project Applicant should review the documents and ordinances identified in the TAG (refer to Table 2.1-1 on pages 10 and 11) for City plans, policies, programs, ordinances and standards relevant to determining project consistency. A specific list of questions (refer to Table 2.1-2 on pages 12 through 14 of the TAG) shall be answered in order to help guide whether the project conflicts with City circulation system policies. A "yes" or "no" answer to these questions does not determine a conflict. Rather, as indicated in the list of questions (i.e., Table 2.1-2 of the TAG), the Project Applicant shall review relevant policies and programs corresponding to the questions to assess whether the proposed project precludes the City's implementation of any adopted policy and/or program.

- If vacation of a public right-of-way, or relief from a required street dedication is sought as part of a proposed project, an assessment should be made as to whether the right-of-way in question is necessary to serve a long-term mobility need, as defined in the Mobility Plan 2035, transportation specific plan, or other planned improvement in the future.

The analysis of cumulative impacts may be quantitative or qualitative. Each of the plans, ordinances and policies reviewed to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the proposed project in combination with other development projects in the study area. In addition, the cumulative analysis should also consider planned transportation system improvements within the study area as identified in consultation with LADOT.

Related projects considered in the cumulative analysis are known development projects located within a one-half mile radius of the Project Site. The list of related projects and location of related projects in relation to the Project Site are identified in *Table 3–2* and *Figure 3–11*.

4.1.3 *Review of Project Consistency*

This section provides a summary of the consistency review comparing the characteristics of the Project and site design features (i.e., including the site access and circulation scheme) with the City's adopted plans and policies. ***Table 4–1*** summarizes the City's guiding questions contained in the TAG (TAG Table 2.1-1), the responses applicable to the Project, the relevant and supporting City plans, policies and programs, as well as the determination of whether or not the Project is consistent with the corresponding City plans, programs, ordinances or policies. As shown in *Table 4–1*, the Project has been found to be consistent with the relevant City plans, policies and programs, and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of "less than significant" can be made for the Project. Further, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code (LAMC) Section 12.26.J) and other requirements pursuant to the City's Municipal Code.

4.1.4 *Review of Cumulative Consistency*

This section requires consultation and confirmation with City of Los Angeles Departments of City Planning and Transportation (i.e., with LADCP and LADOT). Based on the above Project consistency conclusion and review of the guiding language contained in the City's TAG, it can be concluded that this is sufficient documentation to demonstrate that there is also no cumulative inconsistency with the City's plans, policies, ordinances and programs, and therefore, the Project's cumulative impacts would be less than significant. In addition, since the Project does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives, there is no cumulative inconsistency that can be determined.

Table 4-1
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

24-Jun-20

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
EXISTING PLAN APPLICABILITY						
1	Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? (screening question)	**YES**	The Project Site, which has frontage directly on Sunset Boulevard, is zoned within a Commercial Zone ([Q]C2-1VL) that is less restrictive than R3, and a Multiple Dwelling Zone (R3-1VL) per the City of Los Angeles Municipal Code. Sunset Boulevard is designated as an Avenue I under the Mobility Plan 2035 Street Standards Plan. However, no dedication is required for the Project pursuant to LAMC Section 12.37 with respect to Sunset Boulevard.	LAMC Section 12.37		**YES**
2	Is project site along any network identified in the City's Mobility Plan?	**YES**	Sunset Boulevard is identified within the Transit Enhanced Network and the Bicycle Enhanced Network and is identified as a Pedestrian Enhanced District.	MP 2.3 through 2.7		**YES**
3	Are dedications or improvements needed to serve long-term mobility needs identified in the Mobility Plan 2035?	**NO**	No street dedciations or improvements are required by the Project on the streets adjacent to the Project Site.	MP - Street Classifications; MP - Street Designations and Standard Roadway Dimensions	MP - 2.17 Street Widenings	**YES**
4	Does the project require placement of transit furniture in accordance with City's Coordinated Street Furniture and Bus Bench Program?	**The Project will improve transit furniture as required.**	The Project will improve transit furniture as required in accordance with the City's Coordinated Street Furniture and Bus Bench Program.			**YES**
5	Is project site in an identified Transit Oriented Community (TOC)?	**YES**	Transit Oriented Communities (TOC) are applicable to housing developments that include on-site restricted affordable units. The Project Site is in TOC Affordable Housing Incentive Area Tier 3 and will set aside 10% of its units as Extremely Low Income Units.	MP - TEN; MP - PED; MP - BEN; TOC Guidelines		**YES**
6	Is project site on a roadway identified in City's High Injury Network?	**YES**	The Project Site has frontage directly on Sunset Boulevard, which is identified in the City's High Injury Network.	Vision Zero	Mobility Plan 2035	**YES**
7	Does project propose repurposing existing curb space? (Bike corral, car-sharing, parklet, electric vehicle charging, loading zone, curb extension, etc.)	**NO**		MP - 2.1 Adaptive Reuse of Streets; MP - 2.10 Loading Areas; MP - 3.5 Multi-Modal Features; MP - 3.8 Bicycle Parking; MP - 4.13 Parking and Land Use Management; MP - 5.4 Clean Fuels and Vehicles	MP - 2.3 Pedestrian Infrastructure; MP - 2.4 Neighborhood Enhanced Network; MP - 3.2 People with Disabilities; MP - 4.1 New Technologies; MP 5.1 Sustainable Transportation; MP - 5.5 Green Streets	**YES**
8	Does project propose narrowing or shifting existing sidewalk placement?	**NO**		MP 2.3 Pedestrian Infrastructure; MP 3.1 - Access for All; MP -PED; MP - ENG 19; MP 2.17 Street Widenings	Healthy LA; Vision Zero; Sustainability pLAn	**YES**
9	Does project propose paving, narrowing, shifting or removing an existing parkway?	**NO**		MP - 5.5 Green Streets; Sustainability pLAn		**YES**
10	Does project propose modifying, removing or otherwise affect existing bicycle infrastructure? (ex: driveway proposed along street with bicycle facility)	**NO**		MP - BEN; MP - 4.15 Public Hearing Process	Vision Zero	**YES**
11	Is project site adjacent to an alley? If yes, will project make use of, modify, or restrict alley access?	**NO**		MP - 3.9 Increased Network Access; MP - ENG.9; MP - PL.1; MP - PL.13; MP - PS.3		**YES**
12	Does project create a cul-de-sac or is project site located adjacent to existing cul-de-sac? If yes, is cul-de-sac consistent with design goal in Mobility Plan 2035 (maintain through bicycle and pedestrian access)?	**NO**		MP - 3.10 Cul-de-sacs		**YES**

Table 4-1 (Continued)
PROJECT CONSISTENCY WITH PLANS, PROGRAMS, ORDINANCES, OR POLICIES

NO.	GUIDING QUESTIONS	RESPONSE TO GUIDING QUESTIONS	DESCRIPTION	RELEVANT PLAN, POLICIES, AND PROGRAMS	SUPPORTING/COMPLEMENTARY CITY PLANS, POLICIES, AND PROGRAMS TO CONSULT	PROJECT CONSISTENCY?
ACCESS: DRIVEWAYS AND LOADING						
13	Does project site introduce a new driveway or loading access along an arterial (Avenue or Boulevard)?	**NO**	The Project does not propose any new driveways or loading access along an arterial. Vehicular access to the Project Site is proposed via one new driveway located along the west side of Mohawk Street (a Local Street).	MP - PL.1; MP - PK.10, CDG 4.1.02	Vision Zero	**YES**
14	If yes to 13, Is a non-arterial frontage or alley access available to serve the driveway or loading access needs?	**N/A**		MP - PL.1; MPP 321	Vision Zero	**N/A**
15	Does project site include a corner lot? (avoid driveways too close to intersections)	**NO**		CDG 4.1.01		**YES**
16	Does project propose driveway width in excess of City standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, it is recommended that two-way driveways serving multi-family residential uses (more than 25 spaces) are no more than 30 feet in width. The Project driveway will be approximately 20 feet in width.	MPP Sec. 321	Vision Zero, Sustainability pLAn, MP - PED, MP - BEN CDG 4.1.04	**YES**
17	Does project propose more driveways than required by City maximum standard?	**NO**	Per LADOT's Manual of Policies and Procedures, Section 321, a maximum of one driveway is allowed along an arterial frontage between 0 and 200 feet. The Project proposes one driveway along Mohawk Street, a Local Street, and the Project's frontage along Mohawk Street is less than 200 feet, and so is compliant with LADOT's MPP, Section 321.	MPP - Sec No. 321 Driveway Design	Vision Zero, MP, Healthy LA	**YES**
18	Are loading zones proposed as a part of the project?	**YES**	The proposed driveway along Mohawk Street will be utilized to facilitate service and delivery operations and will lead into the Project's loading areas.	MP - 2.10 Loading Areas; MP - PK.1; MP - PK.7; MP - PK.8; MPP 321		**YES**
19	Does project include "drop-off" zones or areas? If yes, are such areas located to the side or rear of the building?	**NO**		MP - 2.10 Loading Areas		**YES**
20	Does project propose modifying, limiting/restricting, or removing public access to a public right-of-way (e.g., vacating public right-of-way?)	**NO**		MP - 2.3 Pedestrian Infrastructure; MP - 3.9 Increased Network Access		**YES**

4.2 VMT Analysis (Threshold T-2.1)

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance in April 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). Section 15064.3, subdivision (b)(1) states the following:

- Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018, which are now in effect. Accordingly, the City of Los Angeles has adopted significance criteria for transportation impacts based on VMT for land use projects and plans in accordance with the amended Appendix G question:

- Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA guidelines Section 15064.3, subdivision (b)(1)?

For land use projects, the intent of this threshold is to assess whether a land use project or plan causes substantial vehicle miles traveled. The City has developed the following screening and impact criteria to address this question. The criteria below are based on the OPR technical advisory but reflects local considerations.

If the project requires discretionary action, and the answer is no to either T-2.1-1 or T-2.1-2, further analysis will not be required for CEQA Threshold T-2.1, and a "no impact" determination can be made for that threshold:

- T-2.1-1: Would the land use project generate a net increase of 250 or more daily vehicle trips?

For purposes of screening the daily vehicle trips, a proposed project's daily vehicle trips should be estimated using the City's VMT Calculator tool or the most recent edition of the ITE *Trip Generation Manual*. TDM strategies should not be considered for the purposes of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits described in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the proposed project's daily vehicle trips to determine the net increase in daily vehicle trips.

- T-2.1-2: Would the project generate a net increase in daily VMT?

For the purpose of screening the VMT, a project's daily VMT should be estimated using the City's VMT Calculator tool or the City's Travel Demand Forecasting (TDF) model. TDM strategies should not be considered for the purpose of screening. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits description in the trip generation methodology discussion (refer to Subsection 3.3.4.1 of the TAG), the daily VMT generated by the existing or qualified terminated land uses can be estimated using the City VMT Calculator tool and subtracted from the project's daily VMT to determine the net increase in daily VMT.

4.2.1 *Impact Criteria and Methodology*

For development projects, the proposed project will have a potential VMT impact if the project meets the following:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.

The City's TAG establishes different VMT significance thresholds for each of the seven Area Planning Commission (APC) areas as the characteristics of each are distinct in terms of land use, density, transit availability, employment, etc. The City's significance thresholds (i.e., provided on a daily household VMT per capita basis and a daily work VMT per employee basis) for each of the seven (7) APC boundary areas are presented in ***Table 4–2***. As the Project Site is located in the East Los Angeles APC, the VMT impact criteria (i.e., 15% below the APC average) applicable to the Project is 7.2 daily Household VMT per Capita.

4.2.2 *Summary of Project VMT Analysis*

The daily vehicle trips and VMT expected to be generated by the Project were forecast using Version 1.3 of the City's VMT Calculator tool. Copies of the detailed City of Los Angeles VMT Calculator worksheets for the proposed Project are contained in *Appendix C*. As indicated in the summary VMT Calculator worksheet, the Project is forecast to generate the following:

- The Project is estimated to generate a total of 748 daily vehicle trips.

- The estimated daily household VMT per capita for the Project's residential land use component is 5.8 daily household VMT per capita, which is less than the East Los Angeles APC significance threshold of 7.2 VMT per capita.

As the Project will generate a daily household VMT per Capita that is less than the East Los Angeles APC significance threshold, the Project is not expected to result in a significant VMT impact. Therefore, no further mitigation is necessary as it relates to VMT.

Table 4-2
CITY OF LOS ANGELES VMT IMPACT CRITERIA [1]

AREA PLANNING COMMISSION	15 PERCENT (15%) BELOW APC CRITERIA [2]	
	DAILY HOUSEHOLD VMT PER CAPITA	DAILY WORK VMT PER EMPLOYEE
Central	6.0	7.6
East Los Angeles	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South Los Angeles	6.0	11.6
South Valley	9.4	11.6
West Los Angeles	7.4	11.1

[1] Source: LADOT *Transportation Assessment Guidelines* , July 2019.

[2] The development project will have a potential impact if the project meets the following:
- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the APC area in which the project (refer to above [source: Table 2.2-1 of the TAG]).
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located (refer to above [source: Table 2.2-1 of the TAG]).
- For retail projects, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office project above [source: Table 2.2-1 of the TAG].

4.2.3 *Summary of Cumulative VMT Analysis*

As stated in the City's TAG document (refer to Section 2.2.4 of the TAG), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas (GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the City's TAG document, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita or VMT per employee) in the analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the City's efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

Based on the above project-related VMT analysis and the conclusions reported in Subsection 4.2.2 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated. Therefore, the Project's cumulative VMT impact can be deemed less than significant.

4.3 Geometric Design Threshold (T-3)

As stated in the City's TAG document (refer to Section 2.4.2 of the TAG), impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle, vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections. Evaluation of access impacts require details relative to project land use, size, design, location of access points, etc. These impacts are typically evaluated for permanent conditions after project completion but can also be evaluated for temporary conditions during project construction. Project access can be analyzed in qualitative and/or quantitative terms, and in conjunction with the review of internal site circulation and access to parking areas. All proposed site access points should be evaluated.

4.3.1 *Screening Criteria*

If the project requires a discretionary action, and the answer is "yes" to either of the following questions, further analysis will be required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses:

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

  - Yes, the Project proposes a new driveway located along the west side of Mohawk Street. The proposed driveway will provide access to the parking levels of the on-site parking garage.

- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

  As stated in the City's TAG document (refer to Section 2.4.2 of the TAG), for the purpose of the screening for projects that are making physical changes to the public right-of-way, determine the street designation and improvement standard for any project frontage along streets classified as an Avenue or Boulevard (as designated in the City's General Plan) using the Mobility Plan 2035, or NavigateLA. If any street fronting the project site is an Avenue or Boulevard and it is determined that additional dedication, or physical modifications to the public right-of-way are proposed or required, the answer to this question is yes. For projects not subject to dedication and improvement requirements under the Los Angeles Municipal Code, though the project does propose dedications or physical modifications to the public right-of-way, the answer to this question is yes. Based on a review of the proposed project, the following answer is provided:

  - No street dedications or improvements are required by the Project. However, the City's Bureau of Engineering (BOE) will make a final determination if any roadway dedications and/or widenings are required.

4.3.2 *Impact Criteria and Methodology*

The impact criteria set forth in Appendix G of the CEQA Guidelines, as well as the City's TAG for substantially increasing hazards due to a geometric design feature or incompatible use (referred to a Threshold T-3) is defined as follows:

- Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

  - No, the Project would not substantially increase hazards due to a geometric design feature.

Preliminary project access plans are to be reviewed in light of commonly accepted traffic engineering design standards to ascertain whether any deficiencies are apparent in the site access plans which would be considered significant. The determination of significance shall be on a case-by-case basis, considering the following factors:

- The relative amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facilities the project driveway(s) crosses and the relative level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walks, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.
- The project location, or project-related changes to the public right-of-way, relative to proximity to the High Injury Network or a Safe Routes to School program area.
- Any other conditions, including the approximate location of incompatible uses that would substantially increase a transportation hazard.

For vehicle, bicycle and pedestrian safety impacts, the City's TAG (refer to Section 2.4.4 of the TAG) indicates that a review of all project access points, internal circulation, and parking access from an operational and safety perspective (for example, turning radii, driveway queuing, and line of sight for turns into and out of project driveway[s]) should be conducted. Where project driveways would cross pedestrian facilities or bicycle facilities (bike lanes or bike paths), operational and safety issues related to the potential for vehicle/pedestrian and vehicle/bicycle conflicts and the severity of consequences that could result should be considered. In areas with moderate to high levels of pedestrian or bicycle activity, the collection of pedestrian or bicycle count data may be required.

4.3.3 *Qualitative Review of Site Access Points*

LADOT's Manual of Policies and Procedures (MPP) Section 321 recommends two-way driveways serving multi-family residential uses serving more than 25 parking spaces should be no more than 30 feet in width. The proposed Project driveway along Mohawk Street will be approximately 20 feet in width. Since the Project driveway complies with MPP Section 321 and based on a review of the forecast net new weekday AM and PM peak hour project traffic volumes (i.e., those traffic volumes summarized in Section 2.7 herein), no safety concerns related to geometric design are noted. Therefore, it can be determined that the Project will not substantially increase hazards due to a geometric design feature or incompatible use, and a less than significant impact determination can be reached.

4.4 CEQA Transportation Measures

4.4.1 *Transportation Demand Management*

The Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in LAMC Section 12.26.J) and the other requirements per the City's Municipal Code.

4.4.2 *CEQA Transportation Summary*

Based on the findings above, it can be determined that the Project would not conflict with City plans, policies, ordinances and programs, would not result in a significant VMT impact, and would not substantially increase hazards due to a geometric design feature. Therefore, a "less than significant" determination can be made as related to the CEQA analysis.

5.0 NON-CEQA ANALYSIS

The authority for requiring non-CEQA transportation analysis and potentially requiring improvements to address identified deficiencies lies in the City of Los Angeles' Site Plan Review authority as established in LAMC Section 16.05. As provided in Section 16.05:

> "The purposes of site plan review are to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting; and to control or mitigate the development of projects which are likely to have a significant adverse effect on the environment as identified in the City's environmental review process, or on surrounding properties by reason of inadequate site planning or improvements."

Additional authority is found in other City ordinances, such as certain transportation specific plans. The impacts, also referred to as deficiencies, discussed in the City's TAG are not intended to be interpreted as thresholds of significance, or significance criteria for purposes of CEQA review unless otherwise specifically identified (refer to Section 4.0).

5.1 Pedestrian, Bicycle, and Transit Access

The assessment of pedestrian, bicycle, and transit facilities is intended to determine a project's potential effect on pedestrian, bicycle, and transit facilities in the vicinity of the Project. The deficiencies could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities).

5.1.1 *Screening Criteria*

- Would the project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C)*, the Project would generate 648 net new daily vehicle trips.
- Does the land use project include the construction, or addition of 50 dwelling units or guest rooms or combination thereof, or 50,000 square feet of non-residential space?
  - Yes, the Project proposes the development of 158 residential apartment dwelling units and 18 affordable family housing dwelling units, totaling 176 dwelling units.
- Is the project on a lot that is 0.5-acre or more in total gross area, or is the project's frontage along a street classified as an Avenue or Boulevard (as designated in the City General Plan), 250 linear feet or more, or is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard by the City's General Plan?

- Yes, the Project Site comprises of approximately 1.14 acres. The Project Site's frontage along Sunset Boulevard, which is designated as an Avenue I, is approximately 200 linear feet. The Project Site's frontage does not encompass an entire block along an Avenue or Boulevard.

As the answer is "yes" to all of the screening criteria, further analysis is required to assess whether the Project would negatively affect existing pedestrian, bicycle, or transit facilities.

5.1.2 *Evaluation Criteria*

Factors to consider when assessing a project's potential effect on pedestrian, bicycle and transit facilities, include, but are not limited to, the following:

- Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, such as:
  - Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.
  - Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).
  - Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.
  - Removal of other existing transportation system elements supporting sustainable mobility.
  - Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.
  - Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.
  - Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).
- Would a project intensify use of existing pedestrian, bicycle, or transit facilities, such as:
  - Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.

- Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).

- Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, or unlit areas.

The locations and descriptions of pedestrian, bicycle and transit facilities in the Project vicinity that could be affected by Project-related traffic or by users traveling between the Project and nearby destinations is presented in Section 3.0 herein. Potential pedestrian destinations located within an approximately one-quarter mile (i.e., 1,320 feet) radius from the Project Site are noted in *Figure 3–1*. Pedestrian facilities currently located near the Project Site also are provided in *Figure 3–3*. The location of the City's Bicycle Enhanced Network (low stress network) within the immediate Project Site vicinity and in the surrounding area is shown in *Figure 3-4*.

5.1.3 *Results of Qualitative Access Review*

Table 5–1 summarizes the City's criteria associated with the two guiding questions regarding the pedestrian, bicycle, and transit access assessment and the determination of potential Project-related effect on the subject facilities in the vicinity of the Project. The determination is based on whether the Project would create deficiencies that could be physical (through removal, modification, or degradation of facilities) or demand-based (by adding pedestrian or bicycle demand to inadequate facilities). As indicated in *Table 5–1*, it is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As also noted in *Table 5–1*, it is determined that it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project. The Project has the potential to increase pedestrian activity to an existing unmarked crossing (e.g., at the Alvarado Street / Elsinore Street intersection). Additionally, a qualitative assessment of the existing pedestrian, bicycle, and transit facilities in the Project vicinity is included in *Table 5–1* (i.e., as part of the responses to the criteria questions). Based on this analysis, no Project-specific actions or improvements are recommended as it relates to pedestrian, bicycle, and transit access.

It is noted that the Project Site has frontage along Sunset Boulevard, which has been identified as a roadway on the City's HIN. Furthermore, the Project Site is located in close proximity to roadways (e.g., Alvarado Street and Glendale Boulevard) included on the HIN. As such, it is understood that LADOT staff may coordinate internal review with the Vision Zero Programs Bureau to determine if safety-related measures are needed to support safe access to and/or from the development site for vulnerable road users (i.e., pedestrians and bicyclists).

Table 5-1
PROJECT EVALUATION OF PEDESTRIAN, BICYCLE, AND TRANSIT ACCESS

25-Jun-20

CRITERIA	PROJECT RESPONSE	FURTHER QUANTITATIVE ASSESSMENT?
PERMANENT REMOVAL OR MODIFICATION OF FACILITIES		
Removal or degradation of existing sidewalks, crosswalks, pedestrian refuge islands, and/or curb extensions/bulbouts.	**No**	**No**
Removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.).	**No**	**No**
Removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities.	**No**	**No**
Removal of other existing transportation system elements supporting sustainable mobility.	**No**	**No**
Increase street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds.	**No**	**No**
Removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way.	**No**	**No**
Removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.).	**No**	**No**
INTENSIFY USE OF FACILITIES		
Increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting. Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	**The Project may increase pedestrians attempting to cross Alvarado Street at Elsinore Street. Signalized crossings are available within 300 feet of the Alvarado Street / Elsinore Street intersection at Sunset Boulevard. Therefore, the need for marked crosswalks is not warranted per LADOT MPP Section 344.**	**No**
Result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.).	**The Project may increase pedestrians walking to local destinations and/or transit stops. Nearby intersections, such as Rosemont Avenue / Sunset Boulevard, Mohawk Street / Sunset Boulevard, and Alvarado Street / Sunset Boulevard, provide crosswalks and pedestrian phasing. There are no observed missing pedestrian facilities in the Project vicinity.**	**No**
Increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas.	**The Project may increase pedestrians walking to local transit stops. Transit stops for Metro Lines 2, 4, and 603 are provided at the Rosemoent Avenue / Sunset Boulevard intersection and transit stops for Metro Lines 2, 4, 200, 603, and 704 are provided at the Alvarado Street / Sunset Boulevard intersection. Both intersections are signalized and provide crosswalks with pedestrian phasing. Bus benches are provided for northbound transit riders on Alvarado Street and for both eastbound and westbound transit riders on Sunset Boulevard.**	**No**

5.2 Project Access and Circulation Review

Project access and circulation constraints relate to the provision of access to and from the project site, and may include safety, operational, or capacity constraints. Constraints can be related to vehicular/vehicular, vehicular/bicycle, or vehicular/pedestrian constraints as well as to operational delays. These conflicts may be created by the driveway configuration or through the placement of project driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to an intersection or crosswalk. The Project access and circulation has been evaluated for permanent conditions after Project completion. ***Table 5-2*** summarizes the vehicle queuing analysis prepared for each of the study locations for the representative intersection traffic movements for the weekday AM and PM peak hours. ***Appendix D*** contains the analysis data worksheets for the study intersections.

5.2.1 *Screening Criteria*

For land use projects, if the answer is yes to all of the following questions, further analysis will be required to assess whether the project would negatively affect project access and circulation:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
  - Yes, the Project will require a discretionary action that would be under review by the Department of City Planning.
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
  - Yes, the Project will generate a net increase of 250 or more daily vehicle trips. As indicated on the Screening Tab of the City's VMT Calculator (Page 1 of *Appendix C*), the Project would generate 648 net new daily vehicle trips.

As the answer is "yes" to both of the screening criteria questions (i.e., the Project will require a discretionary action and the Project will generate more than 250 daily trips), further analysis is required to evaluate Project access, safety and circulation.

It is noted that the City issued an interim guidance on the preparation of a freeway safety analysis for land use projects[9]. If the answer is yes to the following question, a freeway safety analysis will be required to assess whether the project would lengthen a forecasted off-ramp queue and create speed differentials between vehicles exiting freeway off-ramps and vehicles operating on the freeway mainline:

- Does the land use project add 25 or more trips to any nearby freeway off-ramp serving the project site in either the morning or afternoon peak hour?

[9] *LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis*, City of Los Angeles Department of Transportation, May 2020.

Table 5-2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

11-Sep-20

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Rosemont Avenue / Sunset Boulevard (Signalized)	NB Left/Right	AM	19.3	B	52.4	19.3	B	52.4	0.0	19.4	B	56.1	19.4	B	56.1	0.0
			PM	19.8	B	78.5	19.8	B	78.5	0.0	19.9	B	82.9	19.9	B	82.9	0.0
		EB Through	AM	22.6	C	491.6	22.7	C	493.5	1.9	24.8	C	535.9	24.9	C	538.0	2.1
			PM	24.5	C	530.9	24.8	C	537.4	6.5	27.8	C	589.2	28.4	C	598.1	8.9
		EB Right	AM	10.3	B	10.0	10.3	B	10.0	0.0	10.4	B	10.5	10.4	B	10.5	0.0
			PM	10.3	B	9.3	10.3	B	9.3	0.0	10.3	B	9.7	10.3	B	9.7	0.0
		WB Left	AM	43.2	D	50.4	43.4	D	50.5	0.1	49.3	D	57.5	49.5	D	57.6	0.1
			PM	57.4	E	87.3	58.4	E	88.0	0.7	68.9	E	100.2	70.4	E	101.4	1.2
		WB Through	AM	14.6	B	241.9	14.6	B	244.9	3.0	14.9	B	256.4	15.0	B	259.8	3.4
			PM	16.7	B	323.0	16.8	B	325.6	2.6	17.3	B	343.4	17.4	B	345.5	2.1
2	Mohawk Street / Sunset Boulevard (Signalized)	NB Left/Through/Right	AM	39.1	D	78.5	36.1	D	75.6	-2.9	36.1	D	77.7	36.2	D	78.7	1.0
			PM	35.2	D	52.9	35.3	D	55.9	3.0	35.3	D	55.0	35.4	D	58.0	3.0
		SB Left/Through/Right	AM	34.9	C	44.4	36.3	D	83.8	39.4	34.9	C	46.3	36.4	D	85.9	39.6
			PM	34.6	C	35.1	35.3	D	55.8	20.7	34.6	C	36.1	35.3	D	56.8	20.7
		EB Left	AM	36.6	D	30.3	36.7	D	33.3	3.0	36.7	D	31.3	36.8	D	34.2	2.9
			PM	37.1	D	43.6	37.5	D	53.7	10.1	37.2	D	45.6	37.6	D	55.7	10.1
		EB Through	AM	41.0	D	641.3	41.0	D	641.3	0.0	48.8	D	725.4	48.8	D	725.4	0.0
			PM	58.5	E	821.0	58.5	E	821.0	0.0	73.2	E	956.8	73.2	E	956.8	0.0
		EB Right	AM	41.3	D	631.7	41.3	D	631.7	0.0	49.3	D	715.8	49.3	D	715.8	0.0
			PM	59.0	E	810.4	59.0	E	810.4	0.0	74.0	E	946.4	74.0	E	946.4	0.0
		WB Left	AM	37.7	D	57.3	37.7	D	57.3	0.0	37.8	D	59.3	37.8	D	59.3	0.0
			PM	37.0	D	40.6	37.0	D	40.6	0.0	37.1	D	42.6	37.1	D	42.6	0.0
		WB Through	AM	20.6	C	285.9	20.6	C	287.7	1.8	21.2	C	303.8	21.3	C	305.7	1.9
			PM	26.8	C	435.8	27.3	C	444.1	8.3	28.6	C	467.7	29.1	C	476.7	9.0
		WB Right	AM	20.6	C	280.0	20.7	C	281.4	1.4	21.2	C	297.6	21.3	C	299.0	1.4
			PM	26.9	C	426.6	27.4	C	433.8	7.2	28.7	C	458.1	29.2	C	466.0	7.9

Table 5-2 (Continued)
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2020 EXISTING			YEAR 2020 EXISTING W/ PROJECT				YEAR 2024 FUTURE W/O PROJECT			YEAR 2024 FUTURE W/ PROJECT			
				DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]	DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
3	Alvarado Street / Sunset Boulevard (Signalized)	NB Left	AM	26.3	C	295.3	26.3	C	295.6	0.3	27.0	C	311.6	27.0	C	312.7	1.1
			PM	29.6	C	366.5	29.7	C	368.3	1.8	30.9	C	391.3	31.0	C	393.2	1.9
		NB Through	AM	27.3	C	283.1	27.3	C	283.4	0.3	28.2	C	299.2	28.2	C	300.3	1.1
			PM	31.5	C	354.0	31.6	C	355.8	1.8	33.3	C	379.4	33.5	C	381.3	1.9
		NB Right	AM	20.3	C	81.2	20.3	C	81.0	-0.2	20.5	C	88.1	20.5	C	88.1	0.0
			PM	32.4	C	324.3	32.6	C	325.7	1.4	34.4	C	346.7	34.5	C	348.6	1.9
		SB Left	AM	--	--	--	--	--	--	--	--	--	--	--	--	--	--
			PM	25.6	C	279.2	25.6	C	279.2	0.0	26.2	C	294.1	26.2	C	294.1	0.0
		SB Through	AM	27.9	C	363.5	27.9	C	363.0	-0.5	29.0	C	385.6	29.0	C	385.6	0.0
			PM	26.5	C	267.8	26.5	C	267.8	0.0	27.3	C	282.7	27.3	C	282.7	0.0
		SB Right	AM	31.5	C	362.0	31.5	C	361.6	-0.4	33.2	C	385.7	33.2	C	385.7	0.0
			PM	21.1	C	108.4	21.1	C	108.4	0.0	21.3	C	116.5	21.3	C	116.5	0.0
		EB Left	AM	106.9	F	312.1	107.4	F	312.8	0.7	128.1	F	358.3	128.1	F	358.3	0.0
			PM	46.0	D	136.0	46.0	D	136.0	0.0	50.2	D	157.1	50.2	D	157.1	0.0
		EB Through	AM	60.0	E	597.8	64.6	E	628.1	30.3	72.8	E	679.9	78.7	E	716.8	36.9
			PM	51.3	D	539.3	53.2	D	552.9	13.6	62.6	E	615.3	65.1	E	631.5	16.2
		EB Right	AM	24.2	C	120.1	24.3	C	124.6	4.5	24.4	C	126.5	24.6	C	131.1	4.6
			PM	22.6	C	70.9	22.6	C	73.3	2.4	22.7	C	75.7	22.8	C	78.1	2.4
		WB Left	AM	68.4	E	216.5	68.7	E	216.9	0.4	84.4	F	255.2	84.4	F	255.2	0.0
			PM	52.4	D	162.5	52.4	D	162.5	0.0	58.4	E	187.2	58.4	E	187.2	0.0
		WB Through	AM	38.3	D	431.4	38.6	D	434.3	2.9	42.6	D	471.6	43.0	D	475.4	3.8
			PM	29.0	C	295.3	29.3	C	301.0	5.7	29.7	C	310.6	30.0	C	316.6	6.0
		WB Right	AM	20.7	C	11.5	20.7	C	11.5	0.0	21.0	C	18.8	21.0	C	18.8	0.0
			PM	21.3	C	29.3	21.3	C	29.3	0.0	21.5	C	36.0	21.5	C	36.0	0.0

[1] Pursuant to LADOT's *Transportation Assessment Guidelines* , July 2019, the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing.

[2] Control delay reported in seconds per vehicle.

[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of project-related traffic.

- No, the Project does not add 25 or more trips to any nearby freeway off-ramp serving the Project Site in either the morning or afternoon peak hour. As indicated in *Table 2-1*, the Project is expected to generate 16 inbound trips during the AM peak hour and 48 inbound trips during the PM peak hour. It is noted that a maximum of 5% of inbound Project trips are expected to utilize each freeway off-ramp for nearby freeways in the Project vicinity, such as the US-101 freeway. Therefore, the Project would generate a maximum of 2.4 peak hour trips utilizing nearby freeway off-ramps serving the Project Site. It should also be noted that if as much as 50% of inbound Project trips were assumed to utilize freeway off-ramps serving the Project Site, the Project would still add less than 25 trips to the off-ramps.

As the answer is "no" to the screening criteria question (i.e., the Project does not add 25 or more trips to nearby freeway off-ramps serving the Project Site during either the AM or PM peak hour), a freeway safety analysis is not required.

5.2.2 *Evaluation Criteria*

For operational evaluation of land use projects, the City's TAG requires a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard (as designated in the Mobility Plan 2035) at Project driveway(s) or would cause or substantially extend queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Block cross streets or alleys.
- Contribute to gridlock congestion. For the purposes of this section, "gridlock" is defined as the condition where traffic queues between closely-spaced intersections and impedes the flow of traffic through upstream intersections.

The City's TAG acknowledges that demand for curbside space has substantially increased due to the continued expansion of driver-for-hire transportation network companies (TNCs) and shared mobility services. As such, the TAG states that a transportation assessment should characterize the on-site loading demand of the project frontage and answer the following questions:

- Would the project result in passenger loading demand that could not be accommodated within any proposed on-site passenger loading facility?
    - Not Anticipated. While it is envisioned that passenger loading would occur in the proposed on-site parking garage, it is envisioned that some curbside loading/unloading may occur along the Project Site's Mohawk Street, Sunset Boulevard, and Elsinore Street frontages.

- Would accommodating the passenger loading demand create pedestrian or bicycle conflicts? Which curbside management options should be explored to better address passenger loading needs in the public right-of-way?

  - No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

5.2.3 *Project Operational and Passenger Loading Evaluation Methodology*

Based on coordination with LADOT staff and as presented in the transportation assessment MOU, the following three study intersections were identified for operational evaluation of whether the Project's traffic would contribute to unacceptable queuing on an Avenue or Boulevard:

1. Rosemont Avenue / Sunset Boulevard (signalized)
2. Mohawk Street / Sunset Boulevard (signalized)
3. Alvarado Street / Sunset Boulevard (signalized)

The study locations were based on proximity to the Project Site and the importance of the intersections in terms of the Project's site access and circulation scheme.

The operational analysis was prepared based on the *Highway Capacity Manual*[10] (HCM) operational analysis methodology pursuant to the City's TAG. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the Highway Capacity Manual operational methods. In addition, specifics such as traffic volume data, lane configurations, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation: Refer to Subsection 2.7.1
- Project Trip Distribution and Assignment: Refer to Subsection 2.7.2
- Existing Roadway Network: Refer to Section 3.3
- Existing Weekday AM and PM Hour Traffic Count Data: Refer to Section 3.4
- Related Projects (i.e., within a one-half mile radius) and Ambient Traffic Growth: Refer to Section 3.5

[10] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

LADOT confirmed the appropriateness of the above data in the transportation assessment MOU it approved for the Project. The transportation assessment MOU prepared by LLG is attached to this report in *Appendix A*.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2020) conditions.

(b) Condition (a) with completion and occupancy of the Project.

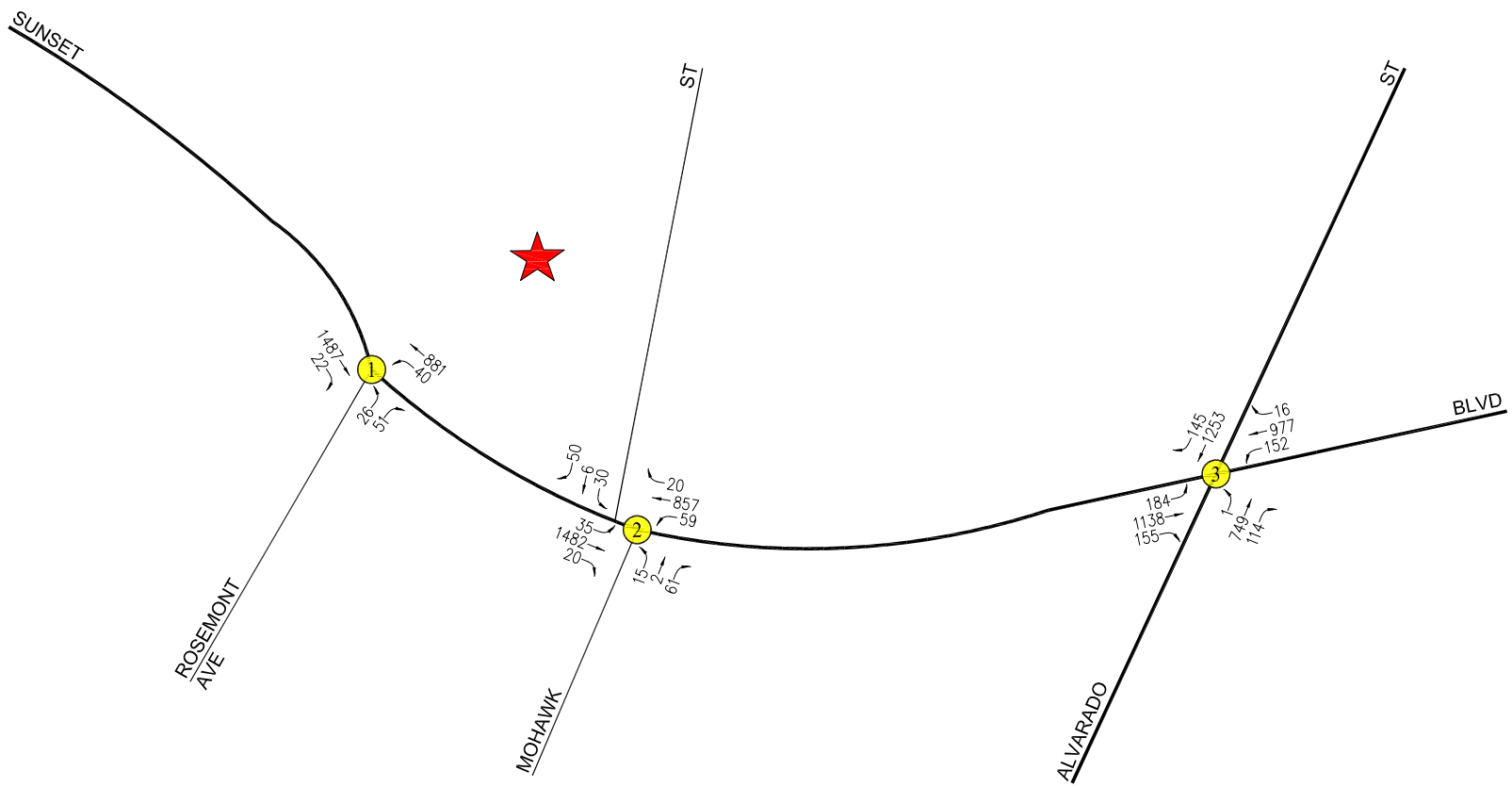
(c) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the related projects (i.e., future cumulative baseline).

(d) Condition (c) with completion and occupancy of the Project.

Pursuant to the City's TAG, the HCM methodology for signalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the most constrained approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in *Table 5–2*. The HCM methodology worksheets for the analyzed intersections are contained in *Appendix D.*

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3–9* and *3–10*, respectively. The "Existing with Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–1*** and ***5–2***, respectively. The "Future Cumulative Baseline" (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in ***Figures 5–3*** and ***5–4***, respectively. The "Future Cumulative with Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 5–5*** and ***5–6***, respectively.

As presented in *Table 5–2*, it is concluded the Project will not cause or substantially extend vehicle queuing at the three signalized study intersections (i.e., Rosemont Avenue / Sunset Boulevard, Mohawk Street / Sunset Boulevard, and Alvarado Street / Sunset Boulevard) under the "Existing with Project" scenario. The change in queue length associated with the Project at the three signalized intersections ranges from a reduced queue length to a maximum of 39.4 feet (i.e., just under two vehicles) under the "Existing with Project" scenario. It is noted that there is



N

NOT TO SCALE

PROJECT SITE

STUDY INTERSECTION

FIGURE 5-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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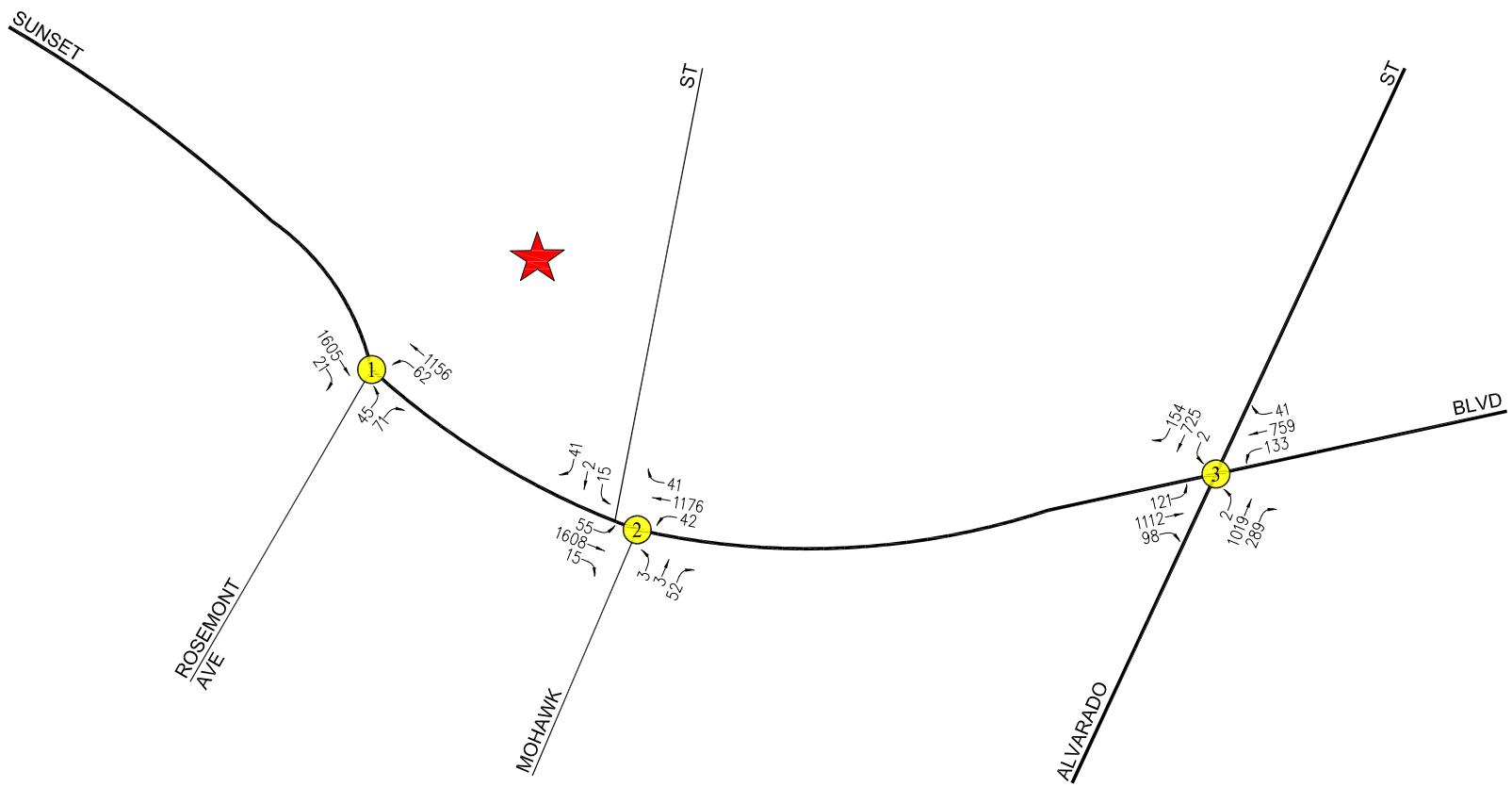

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 5-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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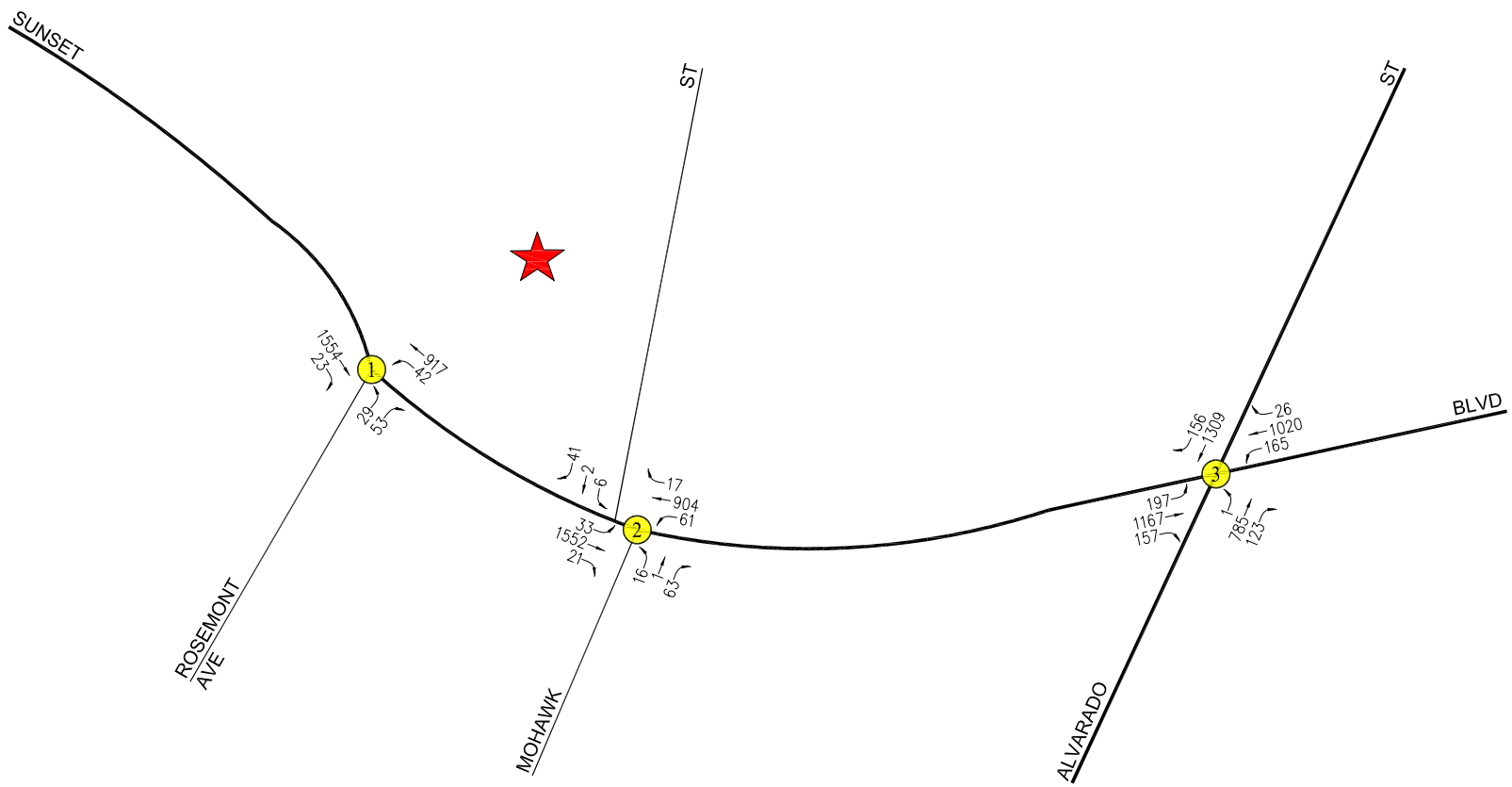

PROJECT SITE
STUDY INTERSECTION

N
NOT TO SCALE

FIGURE 5-3
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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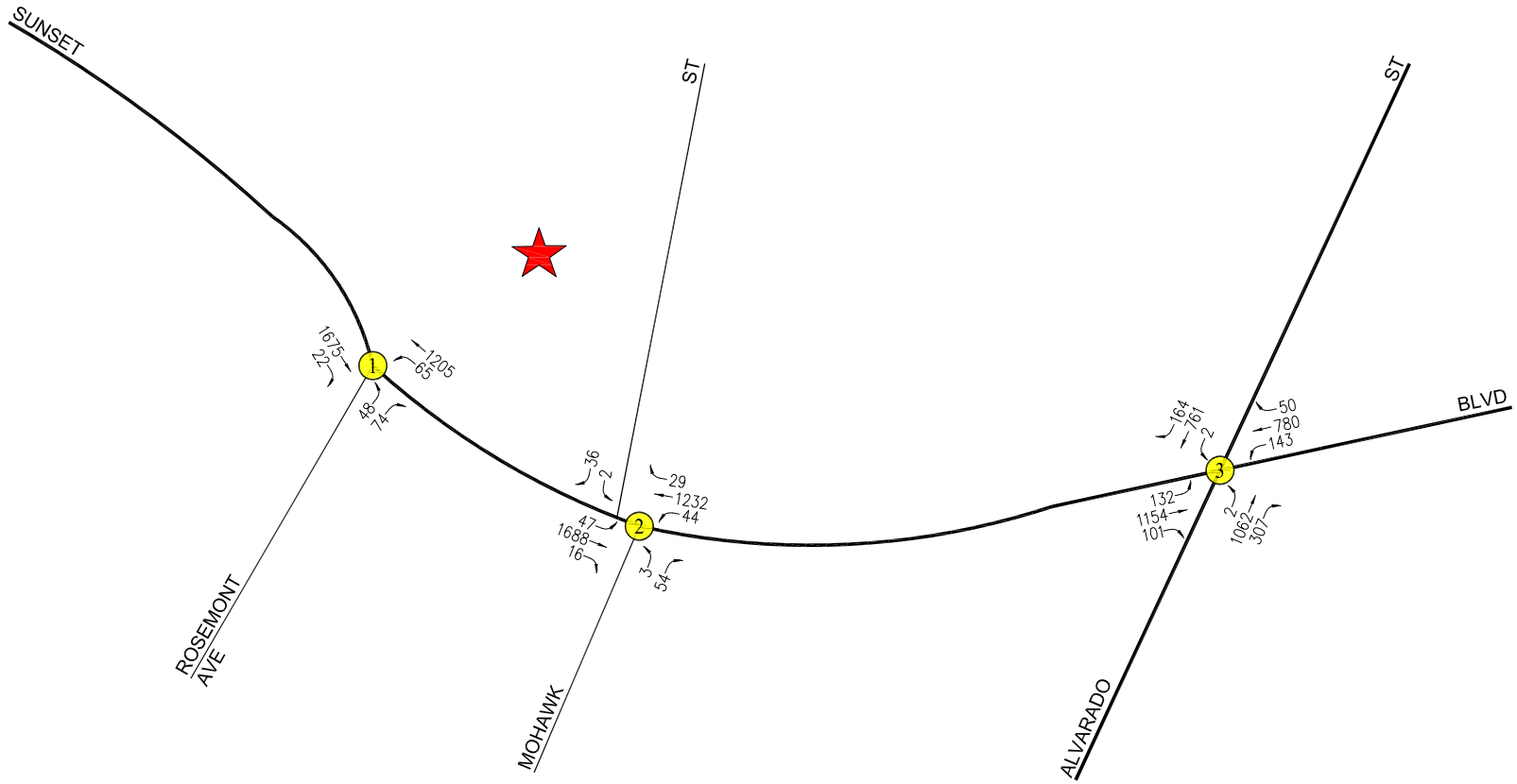

N

NOT TO SCALE

★ PROJECT SITE

Ⓧ STUDY INTERSECTION

FIGURE 5-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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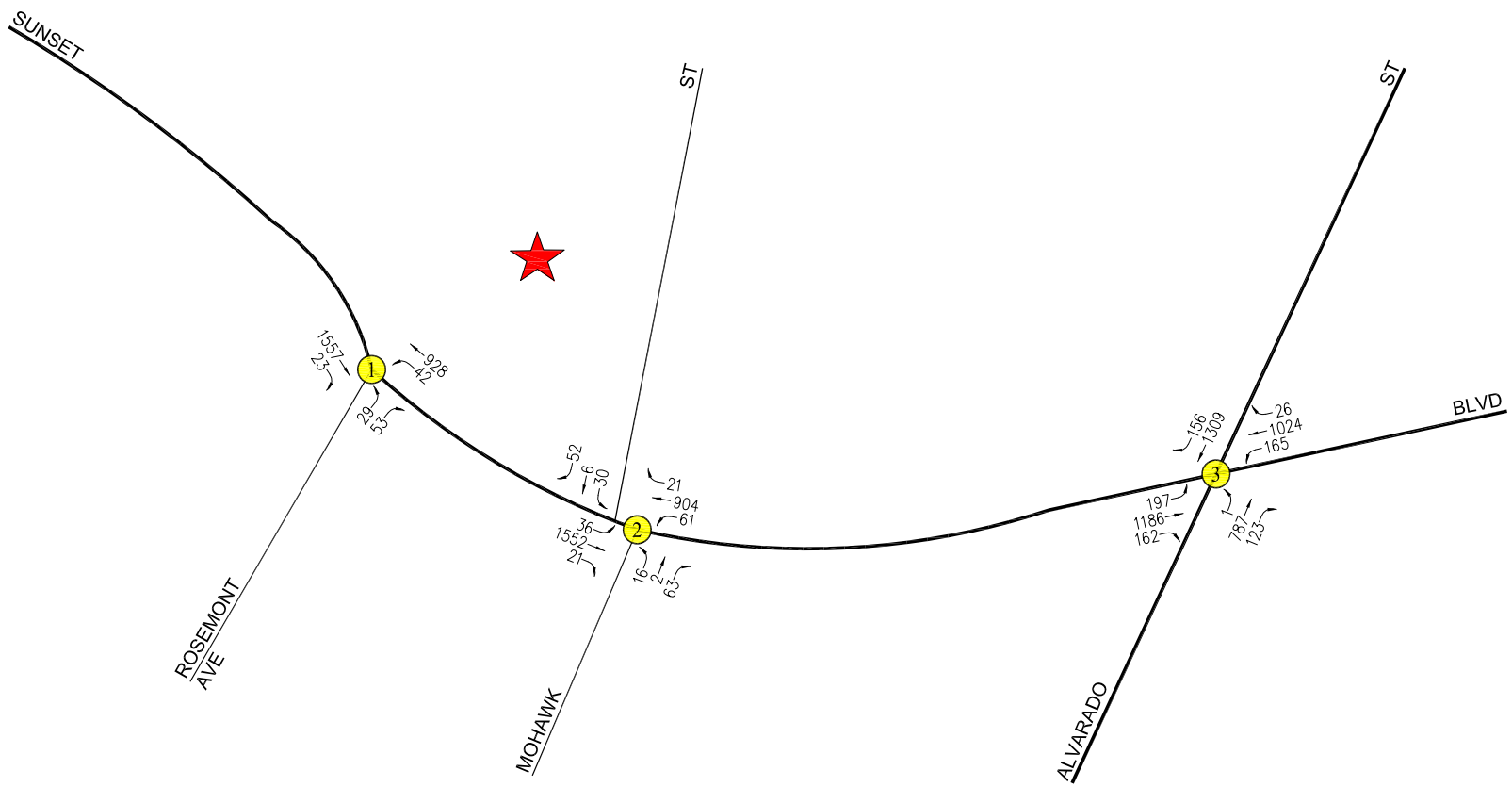

PROJECT SITE
STUDY INTERSECTION

N
NOT TO SCALE

FIGURE 5-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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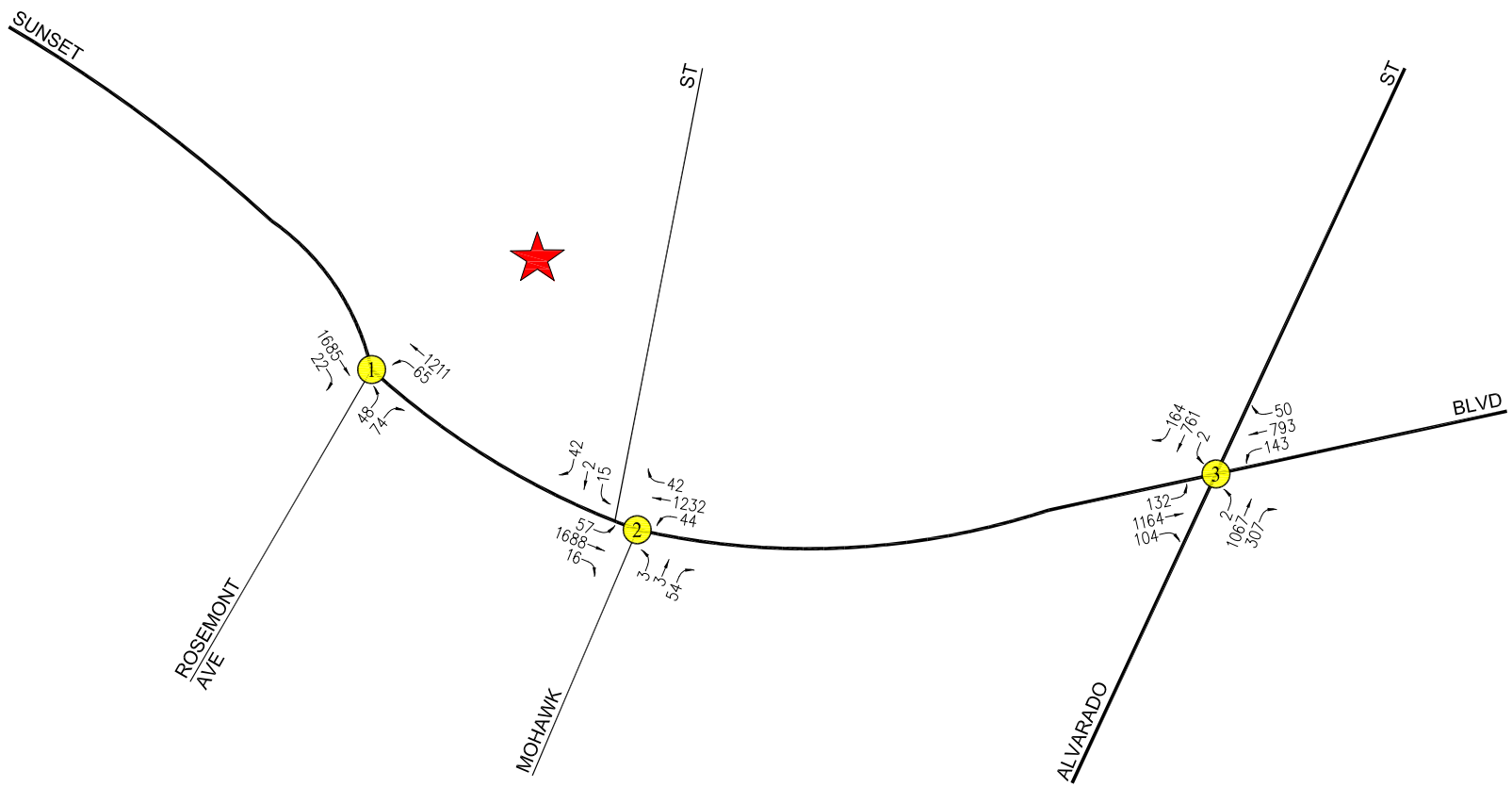

PROJECT SITE
STUDY INTERSECTION

N
NOT TO SCALE

FIGURE 5-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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substantial queuing forecast at the three signalized intersections under the "Future Cumulative without Project" scenario. However, the Project will not cause or substantially extend vehicle queuing at the signalized intersections under the "Future Cumulative with Project" scenario. The change in queue length associated with the Project at the signalized intersections ranges from no change to a maximum of 39.6 feet (i.e., just under two vehicles).

While it is envisioned that passenger loading/unloading would occur within the Project's parking areas, it is envisioned that some curbside loading/unloading would likely occur along the Project Site's Mohawk Street, Elsinore Street, and Sunset Boulevard frontages. No pedestrian or bicycle conflicts due to potential loading/unloading activities are anticipated to occur. For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT. Thus, it is envisioned that should any curbside loading/unloading zones be proposed by the Project Applicant, on-street parking along the direct Project frontages will not be allowed and some or most of the curbside space would be repurposed for loading/unloading operations.

5.3 Project Construction Effect on Nearby Mobility

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects.

5.3.1 *Screening Criteria*

For land use projects, if the answer is yes to any of the following questions, further analysis will be required to assess whether project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation:

- Would a project that requires construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
    - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Boulevard or Avenue, such as Alvarado Street and Sunset Boulevard. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Mohawk Street and Elsinore Street (designated as Local Streets), which precludes the need to use travel lanes on Alvarado Street and Sunset Boulevard. The street parking spaces adjacent to the Project Site on Mohawk Street and Elsinore Street are likely associated with the existing uses on the Project Site and would likely be reserved for use by construction vehicles for the duration of construction.

- Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

  - No. Construction activities are not planned to require the closure of any vehicle travel lanes on roadways designated as a Collector or Local Street, such as Rosemont Avenue, Mohawk Street, and Elsinore Street. This is due primarily to the availability of parking "lanes" adjacent to the Project Site on Mohawk Street and Elsinore Street which precludes the need to use the adjacent travel lanes. The street parking spaces adjacent to the Project Site on Mohawk Street and Elsinore Street are likely associated with the existing uses on the Project Site and would likely be reserved for use by construction vehicles for the duration of construction.

- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

  - Yes. Temporary closures of the sidewalks adjacent to the Project Site on Mohawk Street, Elsinore Street, and Sunset Boulevard may be required during portions of the construction period. However, signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. No bicycle routes/lanes in the Project study area are anticipated to require temporary closure. Additionally, the Project Applicant would prepare and implement a Construction Staging and Traffic Management Plan (CSTMP) that would show the location of any temporary street parking or sidewalk closures and would detail alternate routing.

- Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

  - No.

- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

  - Yes. In the event that temporary closures of sidewalks adjacent to the Project Site on Sunset Boulevard are required, an existing bus stop for Metro Local Lines 2, 4, and 603 along the north side of Sunset Boulevard (i.e., along the Project Site's southerly frontage) may become temporarily unavailable. The Project Applicant would therefore prepare a CSTMP that would include coordination with Metro to address any potential conflicts with existing transit service. The CSTMP would also indicate the length of unavailability for the potentially affected bus stop and would indicate a nearby location to which the potentially affected stop could be temporarily relocated.

As the answer is "yes" to two of the screening criteria questions (i.e., the Project may require construction activities that may result in temporary loss of pedestrian access and the Project may require construction activities that may result in temporary loss of an existing bus stop), further analysis is required to evaluate whether Project construction would negatively affect pedestrian, bicycle, transit, or vehicle circulation.

5.3.2 *Evaluation Criteria and Methodology*

The evaluation criteria for project construction is focused on whether the proposed project would adversely affect mobility in the project vicinity during the construction process. Specifically, the City's TAG asks the following question: "Would construction of a project substantially interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?" Factors to be considered are the location of the project site, the functional classification of the adjacent street(s), the availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, the duration of temporary loss of access, the affected land uses, and the magnitude of the temporary construction activities.

Factors to consider when assessing a project construction's potential effect on mobility in the project area include the following:

- Temporary transportation constraints:
  - The length of time of temporary street closures or closures of two or more travel lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing congestion levels on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures; and
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary loss of access:
  - The length of time of any loss of pedestrian or bicycle circulation past a construction area;
  - The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area;

- The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility;
- The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Descriptions of the Project Site location and physical setting are provided in Section 2.1 and Section 3.0 herein for reference purposes in the Project construction evaluation. The evaluation of the Project construction includes a review of whether construction activity within the street right-of-way would require any of the following:

- Street, sidewalk, or lane closures.
- Block existing vehicle, bicycle, or pedestrian access along a street or to parcels fronting the street.
- Modification of access to transit stations, stops, or facilities during revenue hours.
- Closure or movement of an existing bus stop or rerouting of an existing bus line.
- Creation of transportation hazards.

The City's TAG notes that a comparison of the results to the evaluation criteria are to be provided in order to determine the level of impact. The summary of the Project construction evaluation criteria review in order to determine level of impact is provided in ***Table 5-3***.

As presented in *Table 5-3*, it is concluded that Project construction would not result in the closure of two or more travel lanes and would not impede emergency access. It is noted that signs would be posted advising pedestrians of temporary sidewalk closures and providing

TABLE 5-3
QUALITATIVE REVIEW OF PROJECT CONSTRUCTION ACTIVITIES

26-Jun-20

CRITERIA	PROJECT RESPONSE	DESCRIPTION
TEMPORARY TRANSPORTATION CONSTRAINTS		
The length of time of temporary street closures or closures of two or more travel lanes.	**N/A**	**Project construction will not require street closures or closures of two or more travel lanes.**
The classification of the street (major arterial, state highway) affected.	**Mohawk Street (Local Street); Elsinore Street (Local Street); Sunset Boulevard (Avenue I)**	**Temporary closures of the sidewalks adjacent to the Project Site on Mohawk Street, Elsinore Street, and Sunset Boulevard may be required.**
The existing congestion levels on the affected street segments and intersections.	**Acceptable LOS**	
Whether the affected street directly leads to a freeway on- or off-ramp or other state highway	**N/A**	**N/A**
Potential safety issues involved with street or lane closures.	**N/A**	**While safety issues are not anticipated, the Project Applicant will prepare a Construction Staging and Traffic Mangement Plan (CSTMP) which would detail any potential safety issues.**
The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.	**Sunset Boulevard**	**Medical clinics and fire stations located along Sunset Boulevard are anticipated to regularly use Sunset Boulevard. However, Project construction will not require closure of two or more travel lanes on Sunset Boulevard.**
TEMPORARY LOSS OF ACCESS		
The length of time of any loss of pedestrian or bicycle circulation past a construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of pedestrian or bicycle circulation past the construction of the Project.**
The length of time of any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.	**Unknown**	**The Project Applicant will prepare a CSTMP which would detail any loss of vehicular, bicycle, or pedestrian access to a parcel fronting the construction area.**
The length of time of any loss of ADA pedestrian access to a transit station, stop, or facility.	**None**	**N/A**
The availability of nearby vehicular or pedestrian access within ¼ mile of the lost access.	**Signs indicating alternative routes will be provided.**	**The Project Applicant will prepare a CSTMP which would detail alternate routing.**
The type of land uses affected, and related safety, convenience, and/or economic issues.	**None**	**Access will be maintained for adjacent parcels in the Project vicinity.**
TEMPORARY LOSS OF BUS STOPS OR REROUTING OF BUS LINES		
The length of time that an existing bus stop would be unavailable or that existing service would be interrupted.	**Unknown**	**In the event that temporary closures of sidewalks adjacent to Sunset Boulevard are required, an existing bus stop for Metro Lines 2, 4, and 603 on Westbound Sunset Boulevard bordering the Project Site may become temporarily unavailable. The Project Applicant will prepare a CSTMP which would include coordination with Metro to address any potential conflicts with existing transit service.**
The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated.	**Available**	**The Project Applicant will prepare a CSTMP which would indicate a nearby location to which the potetnially affected bus stop can be temporarily relocated.**
The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes.	**Available**	**Existing bus stops for Metro Lines 2, 4, and 603 on Westbound Sunset Boulevard are located at the Alvarado Street / Sunset Boulevard intersection approximately 800 feet east of the potentially affected stop and at the Coronado Street / Sunset Boulevard intersection approximately 980 feet west of the potentially affected stop.**
Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).	**Temporary unavailability or interruption would occur on weekdays, weekends, and holdiays.**	**Metro Lines 2, 4, and 603 provide service on weekdays, weekends, and holidays. The Project Applicant will prepare a CSTMP which would indicate the length of temporary unavailability for the potentially affected stop.**

alternative routes. Additionally, the Project Applicant would prepare a CSTMP that would include coordination with Metro regarding potential conflicts with existing transit service, indicate length of temporary unavailability of a potentially affected bus stop, and indicate a nearby location to which the potentially affected stop can be temporarily relocated. It is also noted that the street parking spaces adjacent to the Project Site on Mohawk Street and Elsinore Street would likely be reserved for use by construction vehicles for the duration of construction. As these street parking spaces are likely associated with the existing uses on the Project Site (which will be removed as part of the Project), the temporary unavailability of these street parking spaces is not expected to cause an adverse effect to adjacent land uses.

5.3.3 *Recommended Project-Specific Action Items*

Due to the short-term nature of construction activities and the variable characteristics and needs of a specific project's construction phase(s), it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of all temporary roadway lane and/or sidewalk closures needed during project construction. Additionally, if pedestrian detours and/or temporary travel lane closures are proposed, LADOT requires submission and approval of a traffic control/management plan prior to the issuance of building permits.

Consistent with LADOT's recommendation and requirements, the Project Applicant would prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

Specifically, the CSTMP will include, but not be limited to, the following measures:

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag men).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.

- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.

- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.

- Coordination with Metro to address any potential conflicts with existing transit service.

- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.

- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by Caltrans or LADOT.

- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.

- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.

- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.

- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.

- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.

- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed.

Any lane closures are expected to occur outside of the weekday AM and PM commute peak hours, however, so as to maintain roadway capacity when the street system is typically most heavily constrained.

In addition to the CSTMP, approvals required by the City of Los Angeles for implementation of the Project include a Truck Haul Route program. The proposed haul routes would require review and approval by the City of Los Angeles. It is noted that any approvals as it relates to construction are regulatory and will not alter the conclusions of the transportation assessment.

6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The Project consists of the removal of the existing land uses and developing 158 residential apartment dwelling units and 18 affordable family housing dwelling units. The Project proposes to provide a total of 203 parking spaces within an on-site parking garage. Construction and occupancy of the Project is planned to be completed by the year 2024.

- ***Study Scope –*** This transportation assessment (i) presents a CEQA assessment of Project-related VMT, (ii) provides a CEQA assessment of whether the Project conflicts or is inconsistent with local plans and policies, (iii) presents a non-CEQA assessment of pedestrian, bicycle and transit access, (iv) provides a non-CEQA evaluation of Project access, safety and circulation, (v) provides a non-CEQA review of Project construction activities, and (vi) recommends mitigation and improvement measures, where necessary. As defined by the City as Lead Agency under CEQA, LADOT confirmed the appropriateness of the analysis criteria when it entered into a transportation assessment MOU for the Project.

- ***Project Trip Generation*** – The Project is expected to generate 69 net new vehicle trips (16 inbound trips and 53 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 77 net new vehicle trips (48 inbound trips and 29 outbound trips).

- ***CEQA Analysis***

  - *Project Consistency with Local Plans and Policies:* The Project has been found to be consistent with the relevant City transportation plans, policies and programs and does not include any features that would preclude the City from completing and complying with these guiding documents and policy objectives. Therefore, a determination of "less than significant" can be made for the Project. Further, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance) and the other requirements pursuant to the LAMC.

  - *VMT Analysis:* The Project is not expected to result in a significant VMT impact. Further, based on the Project-related VMT analysis and the conclusions reported in Subsection 4.2.3 (i.e., which conclude that the Project falls under the City's efficiency-based impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

  - *Geometric Design Review:* As the proposed driveway will comply with MPP Section 321 to meet the standard driveway width criteria and based on a review of the forecast net new weekday AM and PM peak hour Project traffic volumes (i.e., those traffic volumes summarized in Section 2.7 herein), no safety concerns have been noted related to geometric design, and a determination of "less than significant" can be made for the Project.

- *CEQA Transportation Measures:* The Project is not expected to result in a significant VMT impact. Therefore, no mitigation is necessary as it relates to VMT or geometric design. However, the Project Applicant will comply with existing applicable City ordinances (e.g., the City's existing TDM Ordinance, referred to in the City of Los Angeles Municipal Code Section 12.26.J) and the other requirements per the City's Municipal Code.

- ***Non-CEQA Analysis***

  - *Pedestrian, Bicycle, and Transit Access:* It is determined the Project does not include any features that would permanently remove, adversely modify, or degrade pedestrian, bicycle, and transit facilities in the Project vicinity. As noted herein, it is possible that the Project may intensify use of pedestrian, bicycle, and transit facilities in the Project vicinity, however, such use is not expected to result in a deficient condition caused by the Project.

  - *Project Access and Circulation Review:* It is concluded the Project's weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the three study intersections analyzed (i.e., as summarized in Subsection 5.2.3 herein).

  - *Project Construction Effect on Nearby Mobility:* While it is concluded the Project would not result in the closure of two or more travel lanes and would not impede emergency access, it is recommended that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of construction activity should any lane closure(s) be proposed. Consistent with LADOT's recommendation and requirements, the Project Applicant would also prepare a detailed CSTMP, which includes any applicable street/lane/sidewalk closure information, any applicable bus stop relocation information, a detour plan, haul route(s), and a staging plan.

  - *Non-CEQA Transportation Measures:* For any curbside loading/unloading zones that may be proposed by the Project Applicant, appropriate signage and pavement/curb markings will be required by the City and installed by the Applicant. Any installations that fall within the City's (public) right-of-way will require prior review and approval by LADOT.

APPENDIX A

APPROVED TRANSPORTATION ASSESSMENT MEMORANDUM OF UNDERSTANDING

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: 2217-2235 Sunset Boulevard Residential

Project Address: 2217-2235 Sunset Boulevard & 2216-2218 Elsinore Street

Project Description: Development of 158 residential apartment dwelling units and 18 affordable family housing dwelling units.

LADOT Project Case Number: CEN20-49808 Project Site Plan attached? *(Required)* ☒ Yes ☐ No

II. TRIP GENERATION

Geographic Distribution: N 25 % S 25 % E 25 % W 25 %

Illustration of Project trip distribution percentages at Study intersections attached? *(Required)* ☒ Yes ☐ No

Trip Generation Rate(s): ITE 10th Edition / Other ITE 10th Edition and LADOT "Transportation Assessment Guidelines" Affordable Housing Trip Rates

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	**Yes**	**No**
Transit Usage	☒	☐
Transportation Demand Management	☐	☒
Existing Active Land Use	☐	☒
Previous Land Use	☒	☐
Internal Trip	☐	☒
Pass-By Trip	☒	☐

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

	IN	OUT	TOTAL
AM Trips	16	53	69
PM Trips	48	29	77

NET Daily Trips 648
(From VMT Calculator version 1.3)

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2022 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☒ Yes ☐ No

Map of Study Intersections/Segments attached? ☒ Yes ☐ No

STUDY INTERSECTIONS *(May be subject to LADOT revision after access, safety and circulation analysis)*

1. Rosemont Avenue / Sunset Boulevard
2. Mohawk Street / Sunset Boulevard
3. Alvarado Street / Sunset Boulevard

Is this Project located on a street within the High Injury Network? ☒ Yes ☐ No

IV. ACCESS ASSESSMENT

Is the project on a lot that is 0.5-acre or more in total gross area? ☒ Yes ☐ No

Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

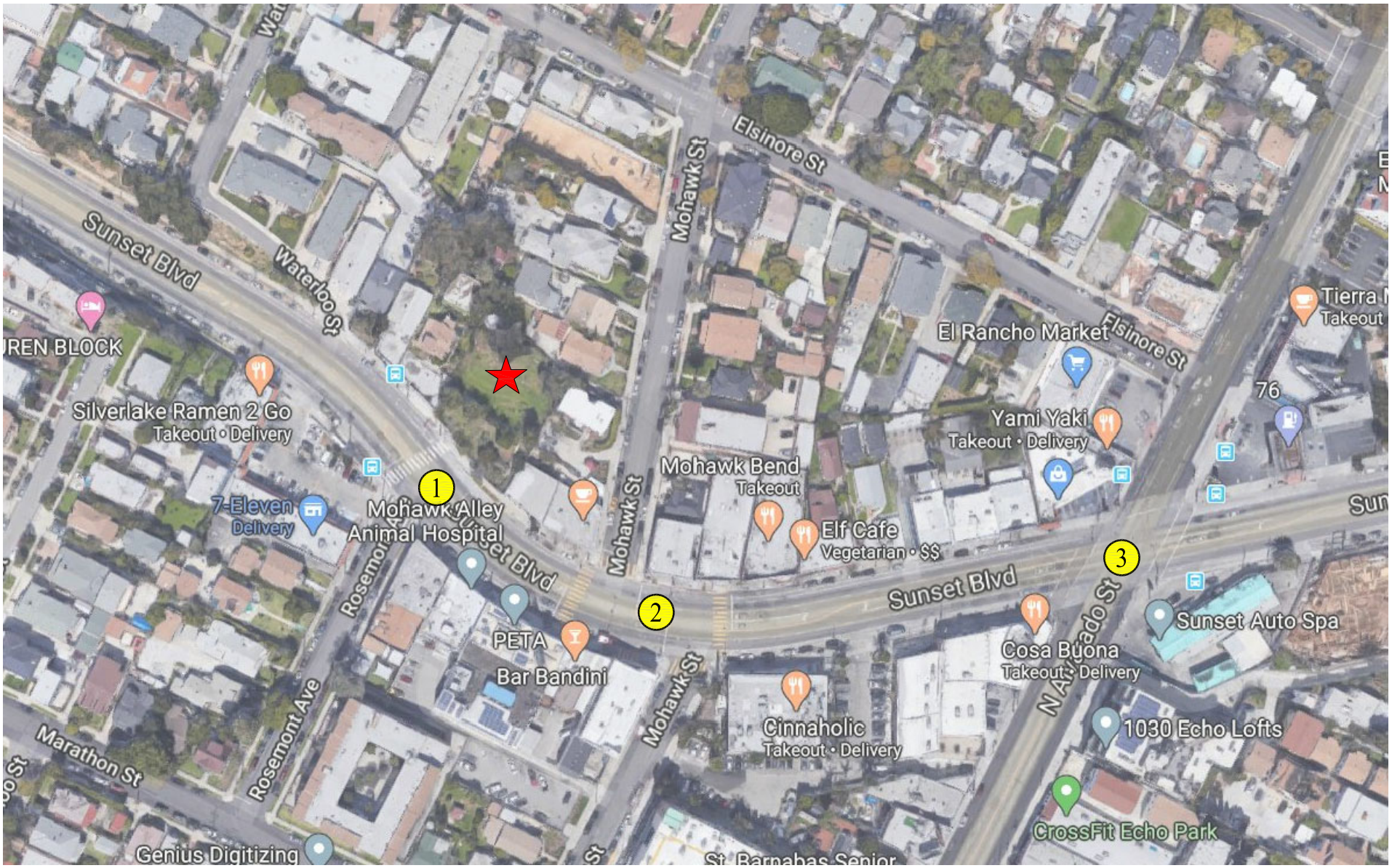
Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☒ No

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Linscott, Law, & Greenspan, Engineers	Cypress Equity Investments
Address:	20931 Burbank Boulevard, Suite C	12121 Wilshire Boulevard, Suite 801
	Woodland Hills, CA 91367	Los Angeles, CA 90025
Phone Number:	818.835.8648	310.405.0521
E-Mail:	shankar@llgengineers.com	greg@cypressequity.com

Approved by:	x		06/25/2020	x		06/25/2020
		Consultant's Representative	Date		LADOT Representative	*Date

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.



NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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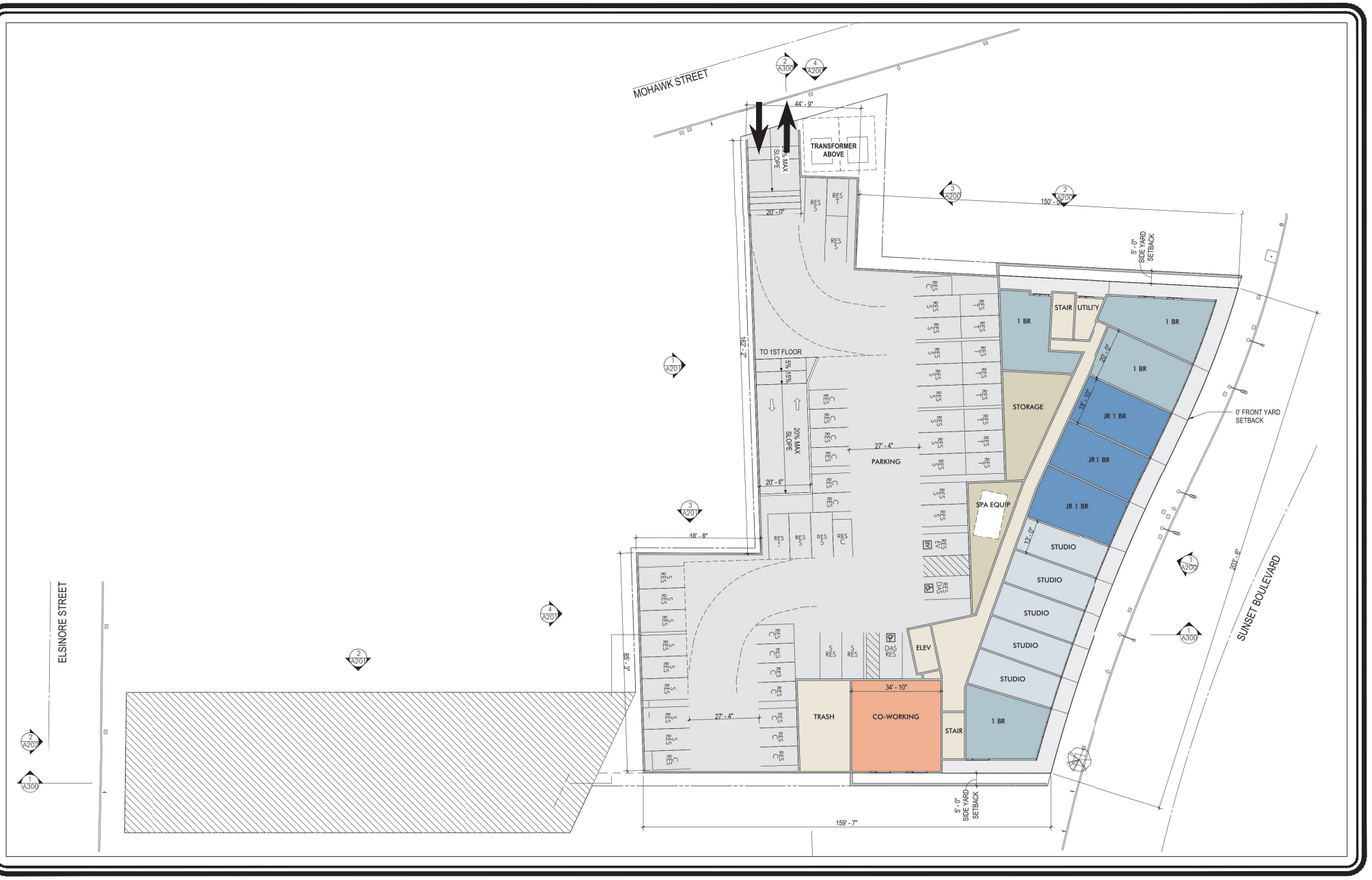

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MAP SOURCE: OTTINGER ARCHITECTS

FIGURE 2-2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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Table 2-1
PROJECT TRIP GENERATION [1]

24-Jun-20

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Apartments [3]	158 DU	17	56	73	55	33	88
Affordable Family Housing [4]	18 DU	3	6	9	4	3	7
Subtotal		20	62	82	59	36	95
Transit Trips [5]							
Apartments (15%)		(3)	(8)	(11)	(8)	(5)	(13)
Subtotal		(3)	(8)	(11)	(8)	(5)	(8)
Subtotal Project Driveway Trips		**17**	**54**	**71**	**51**	**31**	**82**
Existing Site							
Single-Family Home [6]	(1) DU	0	(1)	(1)	(1)	0	(1)
Retail [7]	(2,988) GSF	(2)	(1)	(3)	(5)	(6)	(11)
Subtotal		(2)	(2)	(4)	(6)	(6)	(12)
Transit Trips [5]							
Retail (15%)		0	0	0	1	1	2
Subtotal		0	0	0	1	1	2
Subtotal Existing Driveway Trips		**(2)**	**(2)**	**(4)**	**(5)**	**(5)**	**(10)**
NET INCREASE DRIVEWAY TRIPS		**15**	**52**	**67**	**46**	**26**	**72**
Existing Pass-By Trips [8]							
Retail (50%)		1	1	2	2	3	5
NET INCREASE "OFF-SITE" TRIPS		**16**	**53**	**69**	**48**	**29**	**77**

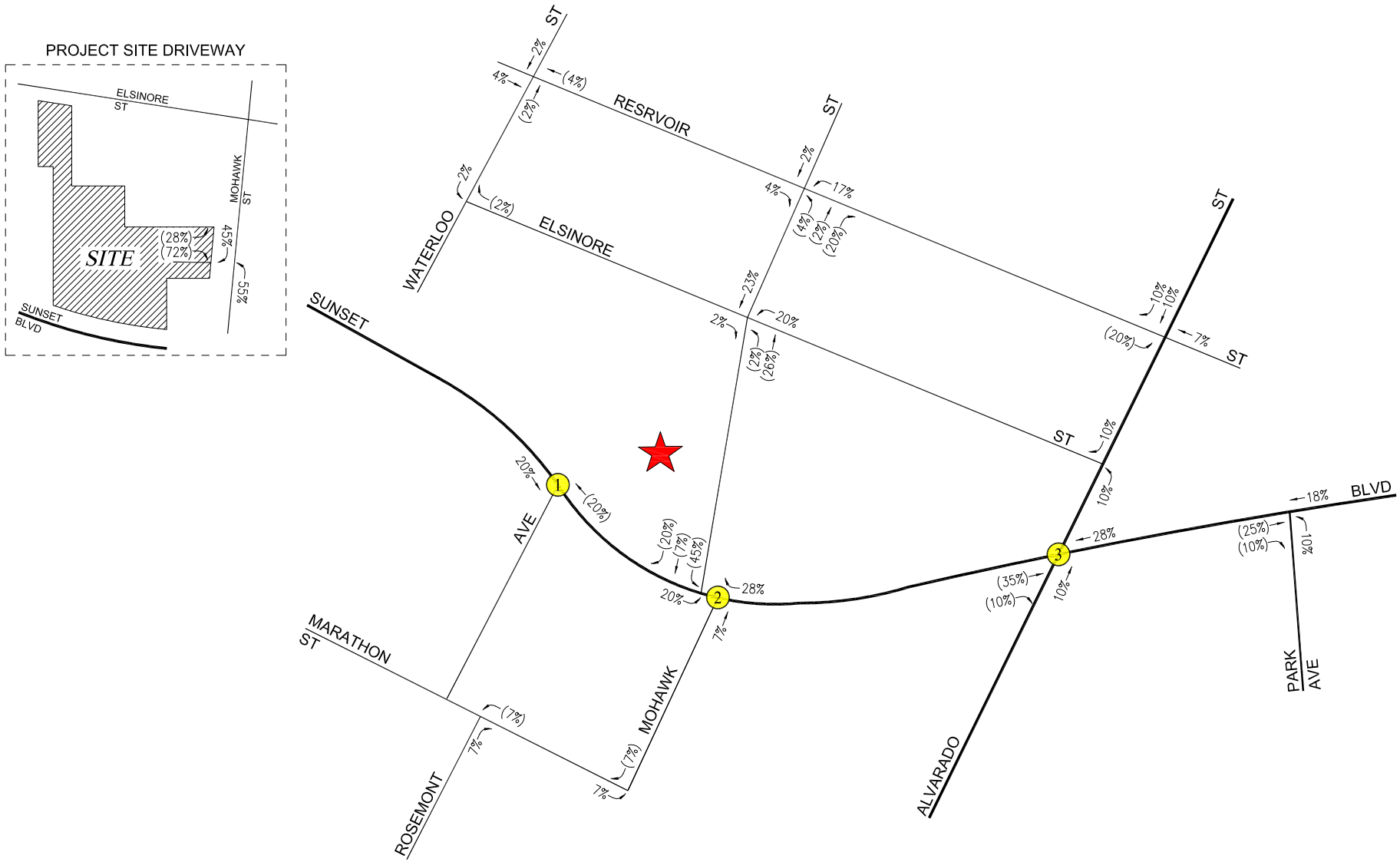
[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- AM Peak Hour Trip Rate: 0.46 trips/dwelling unit; 23% inbound/77% outbound
- PM Peak Hour Trip Rate: 0.56 trips/dwelling unit; 63% inbound/37% outbound

[4] City of Los Angeles Affordable Housing (Family) trip generation average rates.
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[5] The project site is located within a 1/4 mile of a Metro RapidBus stop. The trip reduction for transit trips has been applied based on the LADOT "Transportation Assessment Guidelines", July 2019, for developments within a 1/4 mile walking distance of a transit station or RapidBus stop.
[6] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- AM Peak Hour Trip Rate: 0.74 trips/dwelling unit; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 0.99 trips/dwelling unit; 63% inbound/37% outbound

[7] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound

[8] Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The trip reduction for pass-by trips has been applied to the existing retail component based on the "LADOT Transportation Assessment Guidelines", July 2019 for Shopping Center less than 50,000 square feet.



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NOT TO SCALE

★ PROJECT SITE
Ⓧ STUDY INTERSECTION
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 2-3
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

2217-2235 SUNSET BOULEVARD RESIDENTIAL PROJECT

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Table 3-2
RELATED PROJECTS LIST AND TRIP GENERATION [1]

24-Jun-20

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE	VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL
1	1455 N. Alvarado Street Mixed-Use Project	Proposed	1455 N. Alvarado Street	Retail Restaurant	2,984 GSF 5,050 GSF	790	33	29	62	33	26	59
2	Alvarado Temple Apartments	Proposed	422 N. Alvarado Street	Apartments	75 DU	380	8	19	27	20	13	33
3	1911 W. Sunset Boulevard Mixed-Use Project	Proposed	1911 W. Sunset Boulevard	Apartments Retail	170 DU 13,000 GSF	670	13	37	50	33	22	55
TOTAL						1,840	54	85	139	86	61	147

[1] Source: City of Los Angeles Department of Transportation Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.988	ksf
Housing | Single Family	1	DU
Retail | General Retail	2.988	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
100 Daily Vehicle Trips	748 Daily Vehicle Trips
666 Daily VMT	4,709 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	648 Net Daily Trips
The net increase in daily VMT ≤ 0	4,043 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
748 Daily Vehicle Trips	**748** Daily Vehicle Trips
4,709 Daily VMT	**4,709** Daily VMT
5.8 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	158	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 413			
Proposed Project		***With Mitigation***	
748	**Daily Vehicle Trips**	**748**	**Daily Vehicle Trips**
4,709	**Daily VMT**	**4,709**	**Daily VMT**
5.8	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residentia
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	157	-23.6%	120	7.7	1,209	924
Home Based Other Production	434	-36.4%	276	5.3	2,300	1,463
Non-Home Based Other Production	203	-3.9%	195	7.1	1,441	1,385
Home-Based Work Attraction	0	0.0%	0	9.9	0	0
Home-Based Other Attraction	207	-46.4%	111	5.7	1,180	633
Non-Home Based Other Attraction	49	-6.1%	46	6.6	323	304

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	120	924	0.0%	120	924
Home Based Other Production	0.0%	276	1,463	0.0%	276	1,463
Non-Home Based Other Production	0.0%	195	1,385	0.0%	195	1,385
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	111	633	0.0%	111	633
Non-Home Based Other Attraction	0.0%	46	304	0.0%	46	304

MXD VMT Methodology Per Capita & Per Employee

Total Population: 413
Total Employees: 0
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,387**	**2,387**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.8**	**5.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	06/24/2020

APPENDIX B

MANUAL TRAFFIC COUNT DATA

Intersection Turning Movement

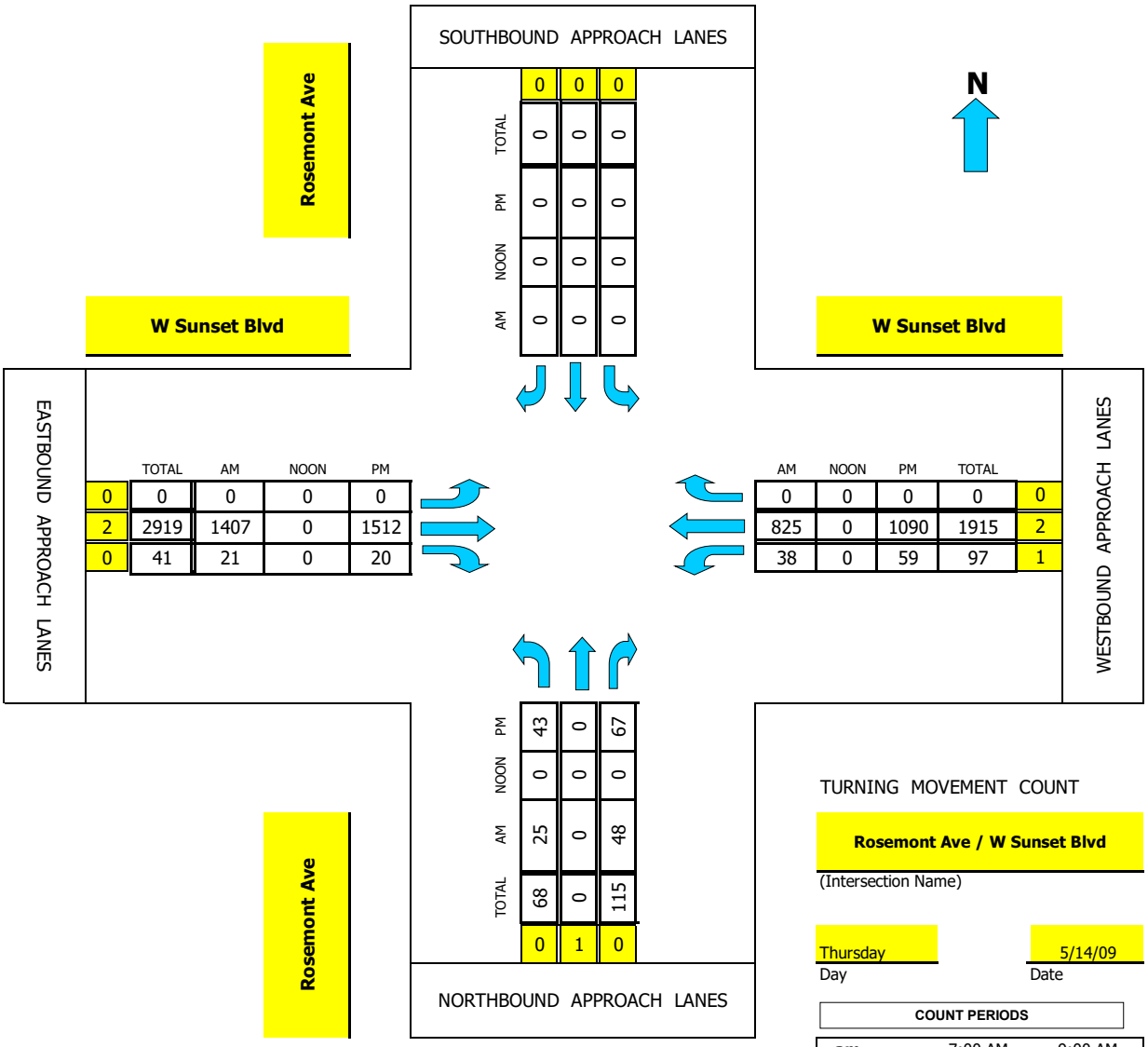
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Rosemont Ave/W Sunset Blvd

Project #: Historical



	TOTAL	AM	NOON	PM
0	0	0	0	0
2	2919	1407	0	1512
0	41	21	0	20

	AM	NOON	PM	TOTAL
0	0	0	0	0
2	825	0	1090	1915
1	38	0	59	97

	0	0	0
TOTAL	0	0	0
PM	0	0	0
NOON	0	0	0
AM	0	0	0

PM	43	0	67
NOON	0	0	0
AM	25	0	48
TOTAL	68	0	115
	0	1	0

TURNING MOVEMENT COUNT

Rosemont Ave / W Sunset Blvd

(Intersection Name)

Thursday — Day

5/14/09 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

CONTROL: Signalized

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Rosemont Ave DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	8		10					218	5	4	173		418
7:15 AM	10		9					285	5	9	214		532
7:30 AM	9		10					346	8	10	182		565
7:45 AM	8		11					372	7	7	215		620
8:00 AM	11		13					329	6	13	208		580
8:15 AM	4		13					340	4	10	196		567
8:30 AM	2		11					366	4	8	206		597
8:45 AM	9		10					341	5	9	193		567
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	61	0	87	0	0	0	0	2597	44	70	1587	0	4446

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	25	0	48	0	0	0	0	1407	21	38	825	0	2364
PEAK HR. FACTOR:		0.760			0.000			0.942			0.972		0.953

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Rosemont Ave DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	11		22					353	11	16	277		690
4:15 PM	6		17					368	7	5	277		680
4:30 PM	12		17					369	3	6	265		672
4:45 PM	12		21					360	8	14	278		693
5:00 PM	4		19					387	3	15	286		714
5:15 PM	13		14					380	5	10	256		678
5:30 PM	14		13					385	4	20	270		706
5:45 PM	14		13					372	11	7	259		676
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	86	0	136	0	0	0	0	2974	52	93	2168	0	5509

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	43	0	67	0	0	0	0	1512	20	59	1090	0	2791
PEAK HR. FACTOR:		0.833			0.000			0.982			0.954		0.977

CONTROL: Signalized

Intersection Turning Movement

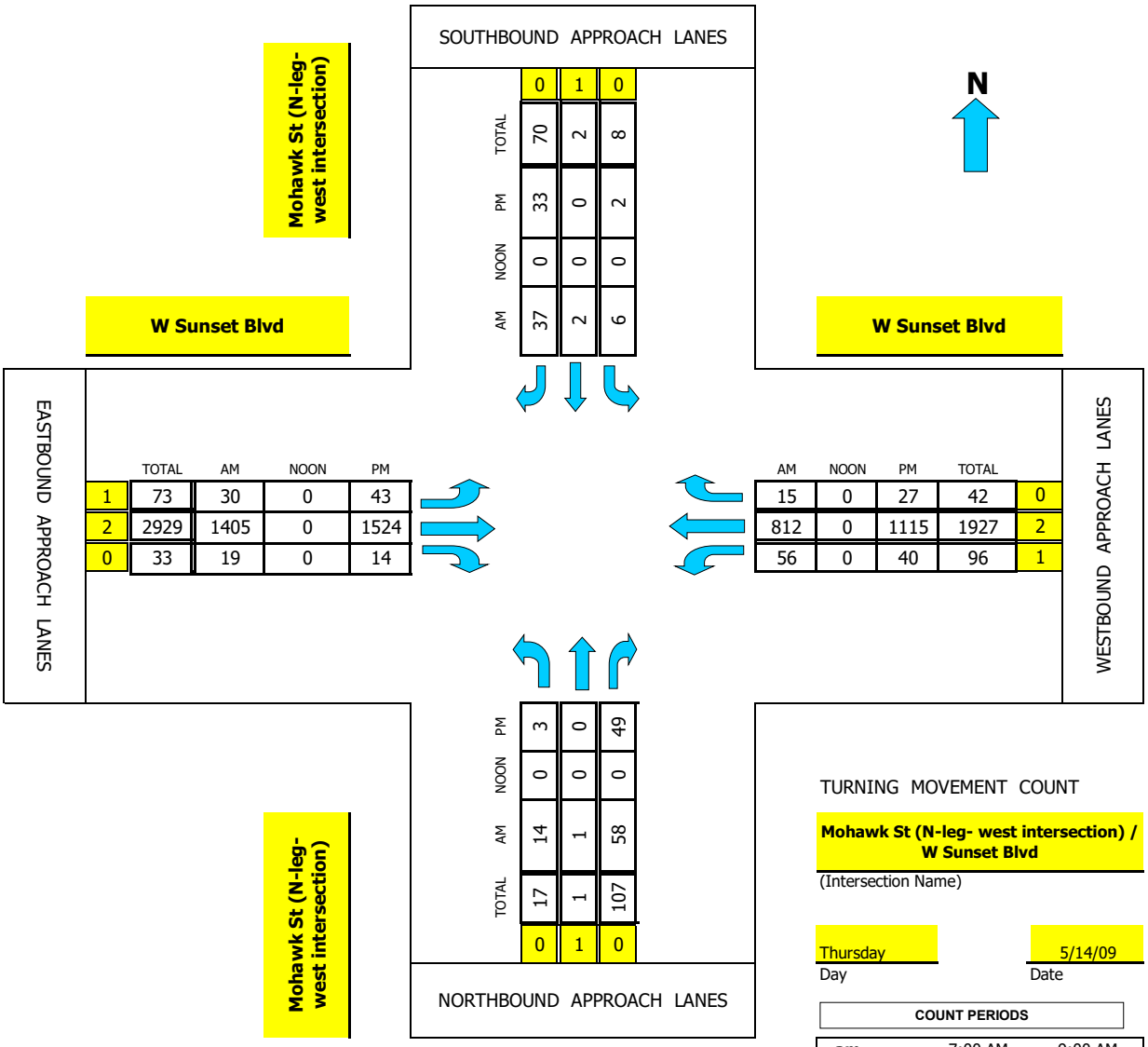
Prepared by:

NDS

National Data & Surveying Services

TMC Summary of Mohawk St (N-leg- west intersection)/W Sunset Blvd

Project #: Historical



	TOTAL	AM	NOON	PM
0	70	37	0	33
1	2	2	0	0
0	8	6	0	2

	TOTAL	AM	NOON	PM
1	73	30	0	43
2	2929	1405	0	1524
0	33	19	0	14

	AM	NOON	PM	TOTAL
0	15	0	27	42
2	812	0	1115	1927
1	56	0	40	96

	TOTAL	AM	NOON	PM
0	17	14	0	3
1	1	1	0	0
0	107	58	0	49

TURNING MOVEMENT COUNT

Mohawk St (N-leg- west intersection) / W Sunset Blvd

(Intersection Name)

Thursday — Day

5/14/09 — Date

COUNT PERIODS			
am	7:00 AM	-	9:00 AM
noon		-	
pm	4:00 PM	-	6:00 PM

CONTROL: 2-Way Stop (NB/SB)

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	445 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mohawk St (N-leg- west intersection) DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	0	21	0	0	3	1	229	3	19	175	0	453
7:15 AM	0	0	20	1	0	2	8	280	2	14	218	1	546
7:30 AM	0	0	18	1	0	6	6	346	8	16	188	1	590
7:45 AM	1	0	21	0	0	13	7	369	2	9	207	3	632
8:00 AM	7	1	12	4	1	8	4	340	4	19	210	4	614
8:15 AM	5	0	12	1	0	8	5	336	6	9	189	4	575
8:30 AM	1	0	13	1	1	8	14	360	7	19	206	4	634
8:45 AM	5	0	12	2	0	9	8	333	5	17	187	3	581
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 21	NT 1	NR 129	SL 10	ST 2	SR 57	EL 53	ET 2593	ER 37	WL 122	WT 1580	WR 20	TOTAL 4625

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	14	1	58	6	2	37	30	1405	19	56	812	15	2455
PEAK HR. FACTOR:		0.830			0.865			0.954			0.947		0.968

CONTROL: 2-Way Stop (NB/SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Mohawk St (N-leg- west intersection) DATE: 5/14/2009 LOCATION: City of Los Angeles

E-W STREET: W Sunset Blvd DAY: THURSDAY PROJECT# Historical

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1		5	0		8	9	360	5	14	284	6	692
4:15 PM	0		13	1		8	14	370	2	12	275	8	703
4:30 PM	2		16	1		12	14	367	3	12	255	16	698
4:45 PM	2		10	0		10	12	368	2	8	282	7	701
5:00 PM	0		13	2		6	7	390	9	11	294	8	740
5:15 PM	0		14	0		7	11	384	0	10	261	2	689
5:30 PM	1		12	0		10	13	382	3	11	278	10	720
5:45 PM	2		10	0		8	10	374	1	8	256	7	676
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	8	0	93	4	0	69	90	2995	25	86	2185	64	5619

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	3	0	49	2	0	33	43	1524	14	40	1115	27	2850
PEAK HR. FACTOR:		0.929			0.875			0.974			0.944		0.963

CONTROL: 2-Way Stop (NB/SB)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South N Alvarado St

East/West W Sunset Blvd

Day: Thursday Date: 05/23/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	127	114	184	137
BIKES	8	24	108	95
BUSES	44	69	108	95

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	235	7.45	389	7.30	365	7.45	311	7.30
PM PK 15 MIN	352	16.30	269	17.30	357	15.15	263	15.00
AM PK HOUR	879	7.15	1459	7.00	1445	7.45	1177	7.15
PM PK HOUR	1308	16.30	968	17.00	1347	16.00	961	15.00

NORTHBOUND Approach					**SOUTHBOUND Approach**					**TOTAL**	**XING S/L**		**XING N/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped	Sch	Ped	Sch
7-8	2	732	99	833	*7-8*	0	1322	137	1459	2292	65	21	61	44
8-9	2	724	98	824	*8-9*	0	1202	155	1357	2181	74	9	63	8
9-10	1	703	88	792	*9-10*	1	1201	172	1374	2166	59	0	79	13
15-16	6	1011	172	1189	*15-16*	2	768	125	895	2084	129	14	133	45
16-17	2	973	259	1234	*16-17*	0	725	153	878	2112	125	9	141	24
17-18	3	875	311	1189	*17-18*	3	811	154	968	2157	101	25	134	34
TOTAL	16	5018	1027	6061	TOTAL	6	6029	896	6931	12992	553	78	611	168

EASTBOUND Approach					**WESTBOUND Approach**					**TOTAL**	**XING W/L**		**XING E/L**	
Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped	Sch	Ped	Sch
7-8	167	860	104	1131	*7-8*	126	998	15	1139	2270	40	26	27	29
8-9	161	1038	212	1411	*8-9*	167	859	12	1038	2449	60	5	49	6
9-10	173	809	127	1109	*9-10*	144	827	33	1004	2113	57	2	40	10
15-16	157	967	112	1236	*15-16*	131	789	41	961	2197	89	21	58	24
16-17	128	1129	90	1347	*16-17*	116	733	51	900	2247	105	17	61	10
17-18	87	1064	54	1205	*17-18*	136	769	23	928	2133	81	17	58	19
TOTAL	873	5867	699	7439	TOTAL	820	4975	175	5970	13409	432	88	293	98

Prepared by National Data & Surveying Services

N Alvarado St & W Sunset Blvd

Peak Hour Turning Movement Count

ID: 19-05314-001
City: Los Angeles

Day: Thursday
Date: 05/23/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 10:00 AM
NONE	NONE
04:15 PM - 05:15 PM	03:00 PM - 06:00 PM

N Alvarado St — SOUTHBOUND

AM	144	1241	0	0	938	AM
NOON	0	0	0	0	0	NOON
PM	152	718	2	0	1165	PM
	0	3	0	0		

W Sunset Blvd — EASTBOUND

AM	NOON	PM	
1108	0	893	
0	0	0	0
182	0	120	1
1108	0	1091	3
149	0	94	0
AM	NOON	PM	

W Sunset Blvd — WESTBOUND

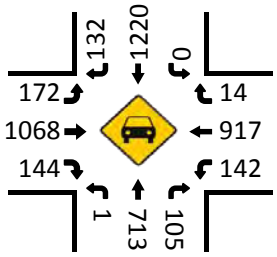
PM	NOON	AM	
41	0	16	0
739	0	963	3
132	0	150	1
0	0	0	0
1379	0	1221	
PM	NOON	AM	

N Alvarado St — NORTHBOUND

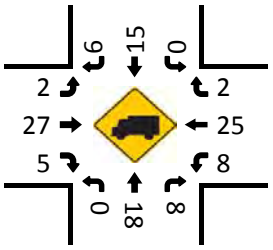
PM	944	0	2	1004	286	PM
NOON	0	0	0	0	0	NOON
AM	1540	0	1	740	113	AM
		0	0	2	0	

CONTROL			
Signalized			
TEV	4807	0	4381
	AM	NOON	PM
PHF	0.95		0.97

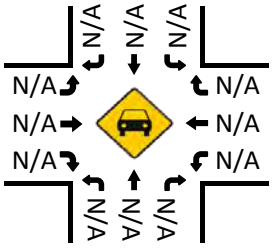
Cars (AM)



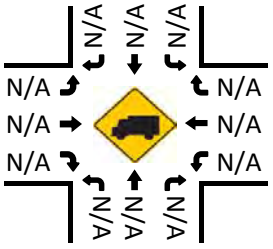
HT (AM)



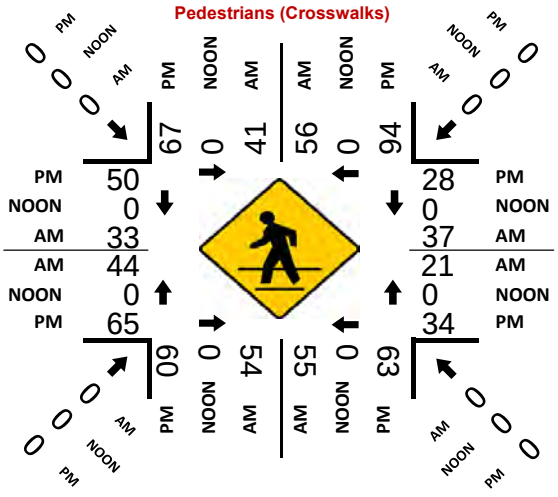
Cars (NOON)



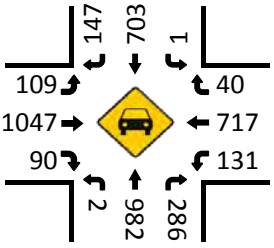
HT (NOON)



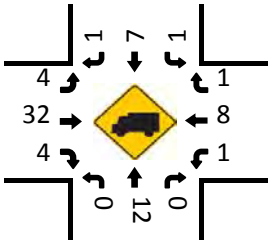
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Alvarado St & W Sunset Blvd
City: Los Angeles
Control: Signalized

Project ID: 19-05314-001
Date: 5/23/2019

Total

NS/EW Streets:	N Alvarado St				N Alvarado St				W Sunset Blvd				W Sunset Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	3	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	148	21	0	0	336	24	0	30	134	19	0	22	230	1	0	966
7:15 AM	0	189	19	0	0	341	33	0	45	170	23	0	39	238	5	0	1102
7:30 AM	0	194	26	0	0	349	40	0	53	267	25	0	32	274	5	0	1265
7:45 AM	1	201	33	0	0	296	40	0	39	289	37	0	33	256	4	0	1229
8:00 AM	0	194	22	0	0	299	34	0	48	283	34	0	46	242	3	0	1205
8:15 AM	0	151	32	0	0	297	30	0	42	269	53	0	39	191	4	0	1108
8:30 AM	1	194	17	0	0	313	45	0	33	238	80	0	40	207	2	1	1171
8:45 AM	1	185	27	0	0	293	46	0	38	248	45	0	41	219	3	0	1146
9:00 AM	1	179	22	0	0	285	51	0	41	207	32	0	45	208	8	0	1079
9:15 AM	0	185	22	0	1	281	36	0	41	211	38	0	40	184	4	0	1043
9:30 AM	0	176	26	0	0	317	51	0	47	208	23	0	33	203	10	0	1094
9:45 AM	0	163	18	0	0	318	34	0	43	183	34	1	26	232	11	0	1063
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	2159	285	0	1	3725	464	0	500	2707	443	1	436	2684	60	1	13471
APPROACH %'s :	0.20%	88.16%	11.64%	0.00%	0.02%	88.90%	11.07%	0.00%	13.69%	74.14%	12.13%	0.03%	13.71%	84.38%	1.89%	0.03%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	740	113	0	0	1241	144	0	182	1108	149	0	150	963	16	0	4807
PEAK HR FACTOR :	0.250	0.920	0.856	0.000	0.000	0.889	0.900	0.000	0.858	0.958	0.703	0.000	0.815	0.879	0.800	0.000	0.950
	0.909				0.890				0.986				0.908				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	3	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	1	234	37	0	1	172	32	0	36	221	33	0	32	226	5	0	1030
3:15 PM	1	243	47	0	0	168	26	0	50	273	33	1	28	162	15	0	1047
3:30 PM	3	273	45	0	0	217	39	0	38	232	15	0	39	189	8	0	1098
3:45 PM	1	261	43	0	1	211	28	0	32	241	31	0	32	212	13	0	1106
4:00 PM	1	217	52	0	0	189	37	0	33	273	14	0	30	185	17	0	1048
4:15 PM	1	220	57	0	0	182	43	0	43	279	22	0	30	188	8	0	1073
4:30 PM	0	280	72	0	0	190	28	0	22	292	22	0	26	169	10	0	1111
4:45 PM	0	256	78	0	0	164	45	0	30	285	32	0	30	191	16	0	1127
5:00 PM	1	248	79	0	2	182	36	0	25	235	18	0	46	191	7	0	1070
5:15 PM	2	220	72	0	0	190	35	0	17	302	17	0	26	179	2	0	1062
5:30 PM	0	212	71	0	1	229	39	0	22	263	7	0	35	187	5	0	1071
5:45 PM	0	195	89	0	0	210	44	0	23	264	12	0	29	212	9	0	1087
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	2859	742	0	5	2304	432	0	371	3160	256	1	383	2291	115	0	12930
APPROACH %'s :	0.30%	79.15%	20.54%	0.00%	0.18%	84.06%	15.76%	0.00%	9.79%	83.42%	6.76%	0.03%	13.73%	82.14%	4.12%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	2	1004	286	0	2	718	152	0	120	1091	94	0	132	739	41	0	4381
PEAK HR FACTOR :	0.500	0.896	0.905	0.000	0.250	0.945	0.844	0.000	0.698	0.934	0.734	0.000	0.717	0.967	0.641	0.000	0.972
	0.918				0.969				0.940				0.934				

APPENDIX C

VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ◉ No

Existing Land Use

Land Use Type	Value	Unit
Retail | General Retail	2.988	ksf
Housing | Single Family	1	DU
Retail | General Retail	2.988	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	18	DU
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
100 Daily Vehicle Trips	748 Daily Vehicle Trips
666 Daily VMT	4,709 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	648 Net Daily Trips
The net increase in daily VMT ≤ 0	4,043 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 2217-2235 Sunset Boulevard Residential

Scenario: Proposed Project

Address: 2217 W SUNSET BLVD, 90026

Proposed Project Land Use Type	Value	Unit
Housing | Multi-Family	158	DU
Housing | Affordable Housing - Family	18	DU

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
- 100 city code parking provision for the project site
- 74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
- 175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
- 50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
- 6.00 daily parking charge (dollar)
- 50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
- 200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
748 Daily Vehicle Trips	**748** Daily Vehicle Trips
4,709 Daily VMT	**4,709** Daily VMT
5.8 Household VMT per Capita	**5.8** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 7.2 15% Below APC	**Household: No** Threshold = 7.2 15% Below APC
Work: N/A Threshold = 12.7 15% Below APC	**Work: N/A** Threshold = 12.7 15% Below APC

Measuring the Miles

6/24/2020

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	158	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	18	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

Analysis Results			
Total Employees: 0 Total Population: 413			
Proposed Project		***With Mitigation***	
748	**Daily Vehicle Trips**	**748**	**Daily Vehicle Trips**
4,709	**Daily VMT**	**4,709**	**Daily VMT**
5.8	**Household VMT per Capita**	**5.8**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: East Los Angeles			
Impact Threshold: 15% Below APC Average Household = 7.2 Work = 12.7			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 7.2 Work > 12.7	No N/A	Household > 7.2 Work > 12.7	No N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residentia
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Urban

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	urban	75%
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: June 24, 2020
Project Name: 2217-2235 Sunset Boulevard Residential
Project Scenario: Proposed Project
Project Address: 2217 W SUNSET BLVD, 90026

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	157	-23.6%	120	7.7	1,209	924
Home Based Other Production	434	-36.4%	276	5.3	2,300	1,463
Non-Home Based Other Production	203	-3.9%	195	7.1	1,441	1,385
Home-Based Work Attraction	0	0.0%	0	9.9	0	0
Home-Based Other Attraction	207	-46.4%	111	5.7	1,180	633
Non-Home Based Other Attraction	49	-6.1%	46	6.6	323	304

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	120	924	0.0%	120	924
Home Based Other Production	0.0%	276	1,463	0.0%	276	1,463
Non-Home Based Other Production	0.0%	195	1,385	0.0%	195	1,385
Home-Based Work Attraction	0.0%	0	0	0.0%	0	0
Home-Based Other Attraction	0.0%	111	633	0.0%	111	633
Non-Home Based Other Attraction	0.0%	46	304	0.0%	46	304

MXD VMT Methodology Per Capita & Per Employee

Total Population: 413
Total Employees: 0
APC: East Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**2,387**	**2,387**
Total Home Based Work Attraction VMT	**0**	**0**
Total Home Based VMT Per Capita	**5.8**	**5.8**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	
Print Name:	Amrita Shankar
Title:	Transportation Engineer I
Company:	Linscott, Law, & Greenspan, Engineers
Address:	20931 Burbank Boulevard, Suite C Woodland Hills, CA 91367
Phone:	818.835.8648
Email Address:	shankar@llgengineers.com
Date:	06/24/2020

APPENDIX D

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

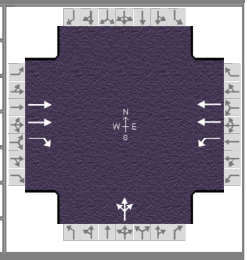
LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

HCS7 Signalized Intersection Results Summary

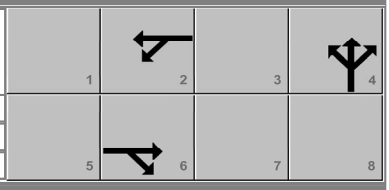
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1484	22	40	870		26	0	51			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.0		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1562	23	42	916			81				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	330	1781			1646				
Queue Service Time (g_s), s		33.4	0.6	11.1	14.8			3.0				
Cycle Queue Clearance Time (g_c), s		33.4	0.6	44.5	14.8			3.0				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	131	1872			598				
Volume-to-Capacity Ratio (X)		0.835	0.028	0.321	0.489			0.136				
Back of Queue (Q), ft/ln (95 th percentile)		491.6	10	50.4	241.9			52.4				
Back of Queue (Q), veh/ln (95 th percentile)		19.4	0.4	2.0	9.5			2.1				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.0	10.3	36.9	13.6			19.2				
Incremental Delay (d_2), s/veh		4.6	0.1	6.4	0.9			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		22.6	10.3	43.2	14.6			19.3				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	22.4	C		15.8	B		19.3	B		0.0		
Intersection Delay, s/veh / LOS	19.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.80	B	1.28	A	0.62	A		

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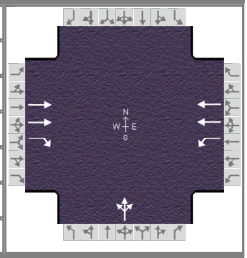
HCS7 Signalized Intersection Results Summary

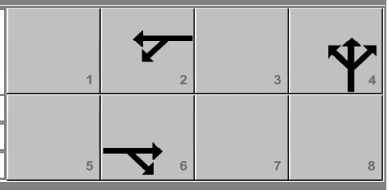
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1595	21	62	1150		45	0	71			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.4		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1628	21	63	1173			118				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	309	1781			1656				
Queue Service Time (g_s), s		35.9	0.6	11.4	21.0			4.4				
Cycle Queue Clearance Time (g_c), s		35.9	0.6	47.3	21.0			4.4				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	119	1872			602				
Volume-to-Capacity Ratio (*X*)		0.870	0.026	0.531	0.627			0.197				
Back of Queue (*Q*), ft/ln (95 th percentile)		530.9	9.3	87.3	323			78.5				
Back of Queue (*Q*), veh/ln (95 th percentile)		20.9	0.4	3.4	12.7			3.1				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.7	10.3	41.5	15.1			19.6				
Incremental Delay (d_2), s/veh		5.8	0.1	15.9	1.6			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		24.5	10.3	57.4	16.7			19.8				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	24.3	C		18.8	B		19.8	B		0.0		
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.85	B	1.51	B	0.68	A		

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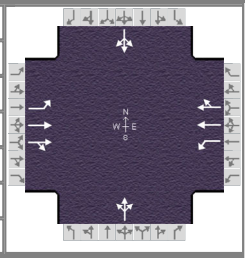
HCS7 Signalized Intersection Results Summary

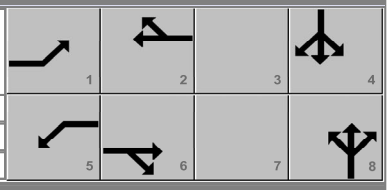
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Existing.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1482	20	59	857	16	15	1	61	6	2	39

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		5.0		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.4		4.5
Queue Clearance Time (g_s), s	3.5		4.8			6.1		14.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.04		0.30			1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	33	775	773	61	451	449		79			48	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1861	1781	1870	1858		1623			1618	
Queue Service Time (g_s), s	1.5	35.2	35.3	2.8	15.8	15.8		4.1			2.4	
Cycle Queue Clearance Time (g_c), s	1.5	35.2	35.3	2.8	15.8	15.8		4.1			2.4	
Green Ratio (*g/C*)	0.51	0.45	0.45	0.51	0.45	0.45		0.11			0.14	
Capacity (*c*), veh/h	198	838	834	198	838	832		180			225	
Volume-to-Capacity Ratio (*X*)	0.167	0.926	0.927	0.307	0.539	0.539		0.440			0.216	
Back of Queue (*Q*), ft/ln (95 th percentile)	30.3	641.3	631.7	57.3	285.9	280		78.5			44.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2	25.2	25.3	2.3	11.3	11.2		3.1			1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.2	23.4	23.5	36.8	18.1	18.1		37.4			34.4	
Incremental Delay (d_2), s/veh	0.4	17.6	17.8	0.9	2.5	2.5		1.7			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	36.6	41.0	41.3	37.7	20.6	20.6		39.1			34.9	
Level of Service (LOS)	D	D	D	D	C	C		D			C	
Approach Delay, s/veh / LOS	41.1	D		21.7	C		39.1	D		34.9	C	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.79	B	1.28	A	0.62	A	0.57	A

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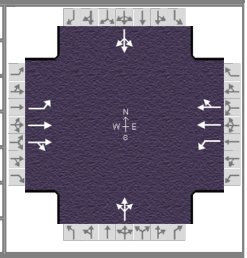
HCS7 Signalized Intersection Results Summary

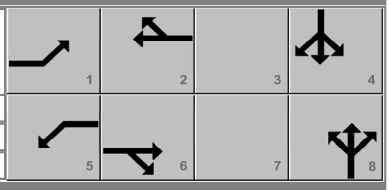
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Existing.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	45	1608	15	42	1176	28	3	0	52	2	0	35

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.5		4.5
Queue Clearance Time (g_s), s	4.2		4.0			4.9		3.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.12		0.09			0.04		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	47	846	845	44	629	625		57			39	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1864	1781	1870	1855		1595			1595	
Queue Service Time (g_s), s	2.2	40.3	40.3	2.0	25.2	25.2		2.9			1.9	
Cycle Queue Clearance Time (g_c), s	2.2	40.3	40.3	2.0	25.2	25.2		2.9			1.9	
Green Ratio (g/C)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (c), veh/h	198	838	835	198	838	831		221			221	
Volume-to-Capacity Ratio (X)	0.237	1.010	1.012	0.221	0.752	0.752		0.259			0.174	
Back of Queue (Q), ft/ln (95 th percentile)	43.6	821	810.4	40.6	435.8	426.6		52.9			35.1	
Back of Queue (Q), veh/ln (95 th percentile)	1.7	32.3	32.4	1.6	17.2	17.1		2.1			1.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.5	24.9	24.9	36.5	20.7	20.7		34.6			34.2	
Incremental Delay (d_2), s/veh	0.6	33.6	34.1	0.6	6.2	6.2		0.6			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (d), s/veh	37.1	58.5	59.0	37.0	26.8	26.9		35.2			34.6	
Level of Service (LOS)	D	F	F	D	C	C		D			C	
Approach Delay, s/veh / LOS	58.1	E		27.2	C		35.2	D		34.6	C	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.92	B	1.56	B	0.58	A	0.55	A

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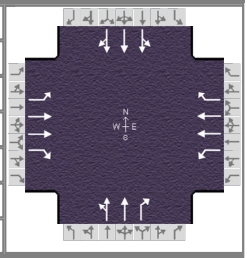
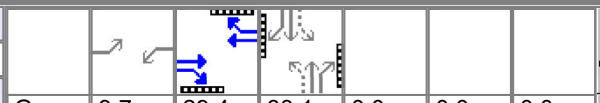
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				

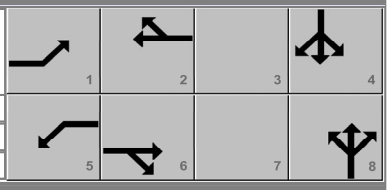


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	1119	150	152	973	16	1	747	114	0	1253	145

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		9.9			18.1		22.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		7.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.60		0.74

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	194	1178	158	160	1024	17	412	375	120	0	999	472
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1768
Queue Service Time (g_s), s	9.7	29.4	6.7	7.9	24.5	0.7	0.0	16.1	4.7	0.0	20.6	20.7
Cycle Queue Clearance Time (g_c), s	9.7	29.4	6.7	7.9	24.5	0.7	16.1	16.1	4.7	0.0	20.6	20.7
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	583		1376	650
Volume-to-Capacity Ratio (*X*)	1.007	1.013	0.305	0.850	0.881	0.033	0.567	0.600	0.206	0.000	0.726	0.726
Back of Queue (*Q*), ft/ln (95 th percentile)	312.1	597.8	120.1	216.5	431.4	11.5	295.3	283.1	81.2	0	363.5	362
Back of Queue (*Q*), veh/ln (95 th percentile)	12.3	23.5	4.7	8.5	17.0	0.5	11.8	11.1	3.2	0.0	14.3	14.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.1	30.3	22.7	39.5	28.7	20.6	23.1	23.1	19.5		24.5	24.5
Incremental Delay (d_2), s/veh	66.8	29.7	1.5	28.9	9.7	0.1	3.2	4.2	0.8	0.0	3.4	7.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	106.9	60.0	24.2	68.4	38.3	20.7	26.3	27.3	20.3		27.9	31.5
Level of Service (LOS)	F	F	C	E	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	62.2	E		42.1	D		25.9	C		29.1	C	
Intersection Delay, s/veh / LOS	41.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.75	B	1.48	A	1.24	A	1.30	A

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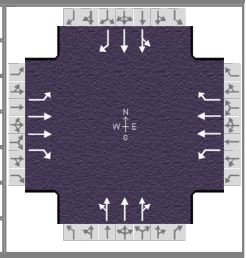
HCS7 Signalized Intersection Results Summary

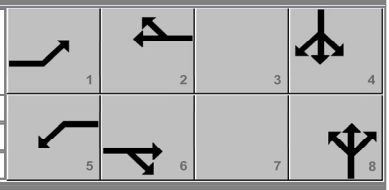
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Existing.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1102	95	133	746	41	2	1014	289	2	725	154

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.0		8.7			22.6		17.1
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		6.6		8.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.72		0.55

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	125	1136	98	137	769	42	496	451	398	392	358	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1500	1865	1702	1610
Queue Service Time (g_s), s	6.0	28.4	4.0	6.7	16.7	1.7	0.0	20.5	20.6	0.0	15.1	6.2
Cycle Queue Clearance Time (g_c), s	6.0	28.4	4.0	6.7	16.7	1.7	20.5	20.5	20.6	15.1	15.1	6.2
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	552	726	626	592
Volume-to-Capacity Ratio (*X*)	0.650	0.977	0.189	0.729	0.661	0.082	0.682	0.721	0.722	0.540	0.571	0.268
Back of Queue (*Q*), ft/ln (95 th percentile)	136	539.3	70.9	162.5	295.3	29.3	366.5	354	324.3	279.2	267.8	108.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	21.2	2.8	6.4	11.6	1.2	14.7	13.9	12.8	11.2	10.5	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.5	30.0	21.7	39.0	26.0	21.0	24.5	24.5	24.5	22.8	22.8	20.0
Incremental Delay (d_2), s/veh	7.5	21.3	0.8	13.4	3.0	0.3	5.1	7.0	8.0	2.9	3.8	1.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.0	51.3	22.6	52.4	29.0	21.3	29.6	31.5	32.4	25.6	26.5	21.1
Level of Service (LOS)	D	D	C	D	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	48.7	D		32.0	C		31.1	C		25.2	C	
Intersection Delay, s/veh / LOS	35.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.61	B	1.27	A	1.23	A	1.24	A

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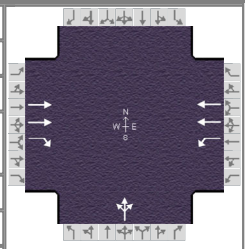
HCS7 Signalized Intersection Results Summary

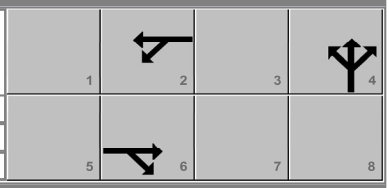
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1487	22	40	881		26	0	51			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.0		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1565	23	42	927			81				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	329	1781			1646				
Queue Service Time (g_s), s		33.5	0.6	11.2	15.0			3.0				
Cycle Queue Clearance Time (g_c), s		33.5	0.6	44.7	15.0			3.0				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	130	1872			598				
Volume-to-Capacity Ratio (*X*)		0.836	0.028	0.323	0.495			0.136				
Back of Queue (*Q*), ft/ln (95 th percentile)		493.5	10	50.5	244.9			52.4				
Back of Queue (*Q*), veh/ln (95 th percentile)		19.4	0.4	2.0	9.6			2.1				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.1	10.3	37.0	13.7			19.2				
Incremental Delay (d_2), s/veh		4.6	0.1	6.4	0.9			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		22.7	10.3	43.4	14.6			19.3				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	22.5	C		15.9	B		19.3	B		0.0		
Intersection Delay, s/veh / LOS	20.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.80	B	1.29	A	0.62	A		

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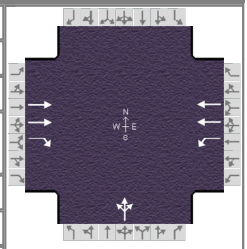
HCS7 Signalized Intersection Results Summary

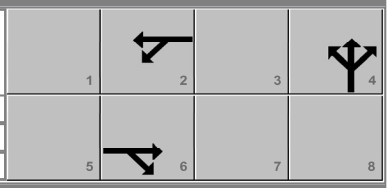
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1605	21	62	1156		45	0	71			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.4		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1638	21	63	1180			118				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	306	1781			1656				
Queue Service Time (g_s), s		36.4	0.6	10.9	21.1			4.4				
Cycle Queue Clearance Time (g_c), s		36.4	0.6	47.3	21.1			4.4				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	117	1872			602				
Volume-to-Capacity Ratio (X)		0.875	0.026	0.540	0.630			0.197				
Back of Queue (Q), ft/ln (95 th percentile)		537.4	9.3	88	325.6			78.5				
Back of Queue (Q), veh/ln (95 th percentile)		21.2	0.4	3.5	12.8			3.1				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.8	10.3	41.8	15.1			19.6				
Incremental Delay (d_2), s/veh		6.1	0.1	16.7	1.6			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		24.8	10.3	58.4	16.8			19.8				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	24.6	C		18.9	B		19.8	B		0.0		
Intersection Delay, s/veh / LOS	22.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.51	B	0.68	A		

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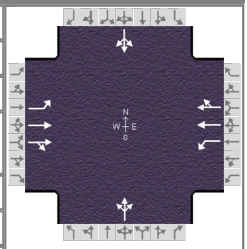
HCS7 Signalized Intersection Results Summary

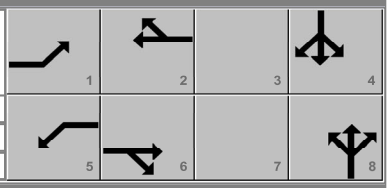
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Existing + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	35	1482	20	59	857	20	15	2	61	30	6	50

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.4		4.4
Queue Clearance Time (g_s), s	3.7		4.8			6.0		6.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.05		0.30			0.14		0.19

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	36	775	773	61	454	450		80			89	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1861	1781	1870	1855		1626			1667	
Queue Service Time (g_s), s	1.7	35.2	35.3	2.8	15.9	15.9		4.0			4.4	
Cycle Queue Clearance Time (g_c), s	1.7	35.2	35.3	2.8	15.9	15.9		4.0			4.4	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	834	198	838	831		226			232	
Volume-to-Capacity Ratio (*X*)	0.182	0.926	0.927	0.307	0.542	0.542		0.356			0.383	
Back of Queue (*Q*), ft/ln (95 th percentile)	33.3	641.3	631.7	57.3	287.7	281.4		75.6			83.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	25.2	25.3	2.3	11.3	11.3		3.0			3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.3	23.4	23.5	36.8	18.1	18.1		35.1			35.2	
Incremental Delay (d_2), s/veh	0.4	17.6	17.8	0.9	2.5	2.5		0.9			1.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	36.7	41.0	41.3	37.7	20.6	20.7		36.1			36.3	
Level of Service (LOS)	D	D	D	D	C	C		D			D	
Approach Delay, s/veh / LOS	41.1	D		21.7	C		36.1	D		36.3	D	
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.79	B	1.28	A	0.62	A	0.63	A

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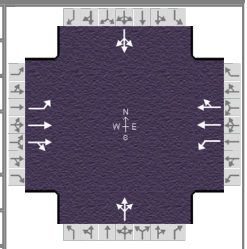
HCS7 Signalized Intersection Results Summary

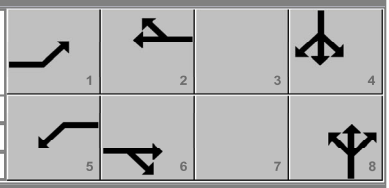
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Jul 2, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2020	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Existing + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	55	1608	15	42	1176	41	3	3	52	15	2	41

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.5		4.4
Queue Clearance Time (g_s), s	4.7		4.0			5.0		5.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.24		0.09			0.04		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	57	846	845	44	637	630		60			60	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1864	1781	1870	1848		1607			1640	
Queue Service Time (g_s), s	2.7	40.3	40.3	2.0	25.7	25.7		3.0			3.0	
Cycle Queue Clearance Time (g_c), s	2.7	40.3	40.3	2.0	25.7	25.7		3.0			3.0	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	835	198	838	827		223			228	
Volume-to-Capacity Ratio (*X*)	0.289	1.010	1.012	0.221	0.761	0.762		0.271			0.265	
Back of Queue (*Q*), ft/ln (95 th percentile)	53.7	821	810.4	40.6	444.1	433.8		55.9			55.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	32.3	32.4	1.6	17.5	17.4		2.2			2.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.7	24.9	24.9	36.5	20.8	20.8		34.7			34.6	
Incremental Delay (d_2), s/veh	0.8	33.6	34.1	0.6	6.5	6.6		0.6			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	37.5	58.5	59.0	37.0	27.3	27.4		35.3			35.3	
Level of Service (LOS)	D	F	F	D	C	C		D			D	
Approach Delay, s/veh / LOS	58.0	E		27.7	C		35.3	D		35.3	D	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.93	B	1.57	B	0.59	A	0.59	A

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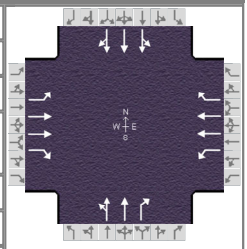
HCS7 Signalized Intersection Results Summary

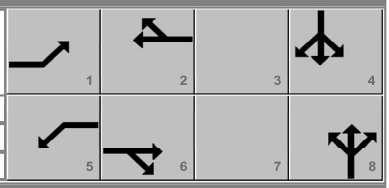
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	184	1138	155	152	977	16	1	749	114	0	1253	145

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		9.9			18.2		22.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		7.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.60		0.74

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	194	1198	163	160	1028	17	413	376	120	0	999	472
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1768
Queue Service Time (g_s), s	9.7	29.4	7.0	7.9	24.6	0.7	0.0	16.2	4.7	0.0	20.6	20.7
Cycle Queue Clearance Time (g_c), s	9.7	29.4	7.0	7.9	24.6	0.7	16.1	16.2	4.7	0.0	20.6	20.7
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	583		1376	650
Volume-to-Capacity Ratio (*X*)	1.009	1.030	0.315	0.851	0.884	0.033	0.568	0.601	0.206	0.000	0.726	0.726
Back of Queue (*Q*), ft/ln (95 th percentile)	312.8	628.1	124.6	216.9	434.3	11.5	295.6	283.4	81	0	363	361.6
Back of Queue (*Q*), veh/ln (95 th percentile)	12.3	24.7	4.9	8.5	17.1	0.5	11.8	11.2	3.2	0.0	14.3	14.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.2	30.3	22.7	39.6	28.7	20.6	23.1	23.1	19.5		24.5	24.5
Incremental Delay (d_2), s/veh	67.3	34.3	1.6	29.2	9.9	0.1	3.2	4.2	0.8	0.0	3.4	7.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	107.4	64.6	24.3	68.7	38.6	20.7	26.3	27.3	20.3		27.9	31.5
Level of Service (LOS)	F	F	C	E	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	65.7	E		42.4	D		25.9	C		29.1	C	
Intersection Delay, s/veh / LOS	42.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.77	B	1.48	A	1.24	A	1.30	A

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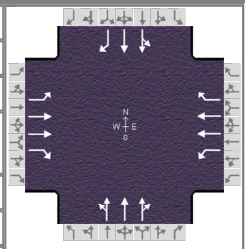
HCS7 Signalized Intersection Results Summary

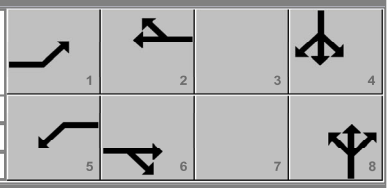
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	7/2/2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Existing + Project - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2020	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Existing + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	1112	98	133	759	41	2	1019	289	2	725	154

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.0		8.7			22.7		17.1
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0		6.6		8.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.72		0.55

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	125	1146	101	137	782	42	498	453	400	392	358	159
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1501	1865	1702	1610
Queue Service Time (g_s), s	6.0	28.8	4.1	6.7	17.1	1.7	0.0	20.6	20.7	0.0	15.1	6.2
Cycle Queue Clearance Time (g_c), s	6.0	28.8	4.1	6.7	17.1	1.7	20.6	20.6	20.7	15.1	15.1	6.2
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	552	726	626	592
Volume-to-Capacity Ratio (*X*)	0.650	0.985	0.195	0.729	0.673	0.082	0.684	0.724	0.724	0.540	0.571	0.268
Back of Queue (*Q*), ft/ln (95 th percentile)	136	552.9	73.3	162.5	301	29.3	368.3	355.8	325.7	279.2	267.8	108.4
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	21.8	2.9	6.4	11.9	1.2	14.7	14.0	12.8	11.2	10.5	4.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.5	30.1	21.8	39.0	26.1	21.0	24.5	24.5	24.5	22.8	22.8	20.0
Incremental Delay (d_2), s/veh	7.5	23.1	0.8	13.4	3.1	0.3	5.2	7.1	8.0	2.9	3.8	1.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	46.0	53.2	22.6	52.4	29.3	21.3	29.7	31.6	32.6	25.6	26.5	21.1
Level of Service (LOS)	D	D	C	D	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	50.3	D		32.2	C		31.2	C		25.2	C	
Intersection Delay, s/veh / LOS	35.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.62	B	1.28	A	1.23	A	1.24	A

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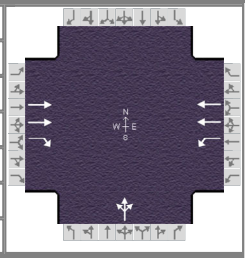
HCS7 Signalized Intersection Results Summary

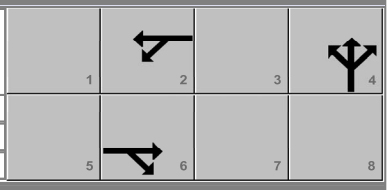
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2024	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1554	23	42	917		29	0	53			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.2		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1636	24	44	965			86				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	307	1781			1649				
Queue Service Time (g_s), s		36.3	0.7	11.0	15.9			3.2				
Cycle Queue Clearance Time (g_c), s		36.3	0.7	47.3	15.9			3.2				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	118	1872			599				
Volume-to-Capacity Ratio (*X*)		0.874	0.029	0.376	0.516			0.144				
Back of Queue (*Q*), ft/ln (95 th percentile)		535.9	10.5	57.5	256.4			56.1				
Back of Queue (*Q*), veh/ln (95 th percentile)		21.1	0.4	2.3	10.1			2.2				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.7	10.3	40.3	13.9			19.2				
Incremental Delay (d_2), s/veh		6.0	0.1	8.9	1.0			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		24.8	10.4	49.3	14.9			19.4				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	24.6	C		16.4	B		19.4	B		0.0		
Intersection Delay, s/veh / LOS	21.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.32	A	0.63	A		

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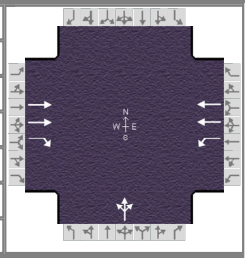
HCS7 Signalized Intersection Results Summary

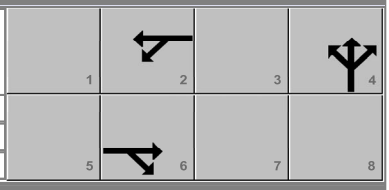
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 1, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2024	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1675	22	65	1205		48	0	74			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.7		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1709	22	66	1230			124				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	286	1781			1657				
Queue Service Time (g_s), s		39.4	0.6	7.9	22.5			4.7				
Cycle Queue Clearance Time (g_c), s		39.4	0.6	47.3	22.5			4.7				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	105	1872			602				
Volume-to-Capacity Ratio (X)		0.913	0.027	0.631	0.657			0.207				
Back of Queue (Q), ft/ln (95 th percentile)		589.2	9.7	100.2	343.4			82.9				
Back of Queue (Q), veh/ln (95 th percentile)		23.2	0.4	3.9	13.5			3.3				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		19.5	10.3	43.5	15.5			19.7				
Incremental Delay (d_2), s/veh		8.3	0.1	25.4	1.8			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		27.8	10.3	68.9	17.3			19.9				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	27.6	C		19.9	B		19.9	B		0.0		
Intersection Delay, s/veh / LOS	24.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.92	B	1.56	B	0.69	A		

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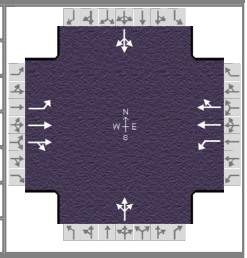
HCS7 Signalized Intersection Results Summary

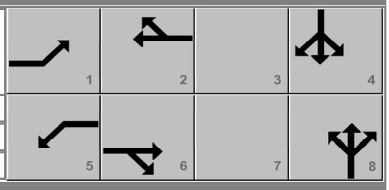
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 11, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2024	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Future.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	33	1552	21	61	904	17	16	1	63	6	2	41

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.4		4.5
Queue Clearance Time (g_s), s	3.6		4.9			6.1		4.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.04		0.34			0.16		0.02

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	34	812	810	63	476	473		82			51	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1861	1781	1870	1858		1624			1617	
Queue Service Time (g_s), s	1.6	38.1	38.3	2.9	17.0	17.0		4.1			2.5	
Cycle Queue Clearance Time (g_c), s	1.6	38.1	38.3	2.9	17.0	17.0		4.1			2.5	
Green Ratio (g/C)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (c), veh/h	198	838	834	198	838	832		226			225	
Volume-to-Capacity Ratio (X)	0.172	0.969	0.971	0.318	0.569	0.569		0.366			0.225	
Back of Queue (Q), ft/ln (95 th percentile)	31.3	725.4	715.8	59.3	303.8	297.6		77.7			46.3	
Back of Queue (Q), veh/ln (95 th percentile)	1.2	28.6	28.6	2.3	12.0	11.9		3.1			1.8	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.2	24.2	24.3	36.9	18.4	18.4		35.2			34.4	
Incremental Delay (d_2), s/veh	0.4	24.5	25.0	0.9	2.8	2.8		1.0			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (d), s/veh	36.7	48.8	49.3	37.8	21.2	21.2		36.1			34.9	
Level of Service (LOS)	D	D	D	D	C	C		D			C	
Approach Delay, s/veh / LOS	48.8	D		22.2	C		36.1	D		34.9	C	
Intersection Delay, s/veh / LOS	38.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.85	B	1.32	A	0.62	A	0.57	A

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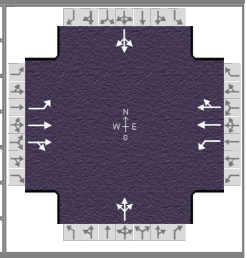
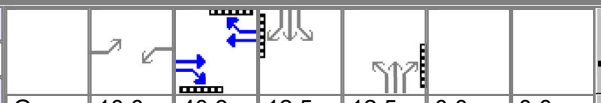
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 3, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2024	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Future.xus		
Project Description	2217-2235 Sunset Residential				

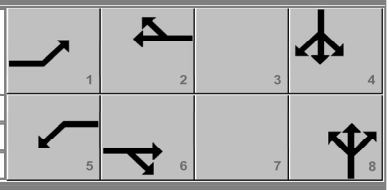


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	47	1688	16	44	1232	29	3	0	54	2	0	36

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.5		4.5
Queue Clearance Time (g_s), s	4.3		4.1			5.0		4.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.13		0.11			0.04		0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	49	888	887	46	659	654		59			40	
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1870	1864	1781	1870	1855		1594			1594	
Queue Service Time (g_s), s	2.3	40.3	40.3	2.1	27.0	27.1		3.0			2.0	
Cycle Queue Clearance Time (g_c), s	2.3	40.3	40.3	2.1	27.0	27.1		3.0			2.0	
Green Ratio (g/C)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (c), veh/h	198	838	835	198	838	831		221			221	
Volume-to-Capacity Ratio (X)	0.247	1.060	1.063	0.232	0.787	0.788		0.268			0.179	
Back of Queue (Q), ft/ln (95 th percentile)	45.6	956.8	946.4	42.6	467.7	458.1		55			36.1	
Back of Queue (Q), veh/ln (95 th percentile)	1.8	37.7	37.9	1.7	18.4	18.3		2.2			1.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.6	24.9	24.9	36.5	21.2	21.2		34.7			34.2	
Incremental Delay (d_2), s/veh	0.6	48.3	49.2	0.6	7.4	7.5		0.6			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (d), s/veh	37.2	73.2	74.0	37.1	28.6	28.7		35.3			34.6	
Level of Service (LOS)	D	F	F	D	C	C		D			C	
Approach Delay, s/veh / LOS	72.6	E		28.9	C		35.3	D		34.6	C	
Intersection Delay, s/veh / LOS	53.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.99	B	1.61	B	0.59	A	0.55	A

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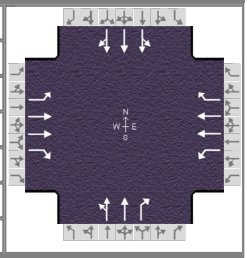
HCS7 Signalized Intersection Results Summary

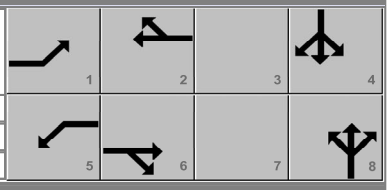
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 3, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	197	1167	157	165	1020	26	1	785	123	0	1309	156

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		10.7			19.2		24.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		6.5
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.66		0.82

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	207	1228	165	174	1074	27	433	394	129	0	1048	494
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1765
Queue Service Time (g_s), s	9.7	29.4	7.1	8.7	26.2	1.1	0.0	17.2	5.1	0.0	22.0	22.1
Cycle Queue Clearance Time (g_c), s	9.7	29.4	7.1	8.7	26.2	1.1	17.1	17.2	5.1	0.0	22.0	22.1
Green Ratio (g/C)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (c), veh/h	192	1163	518	188	1163	518	727	626	583		1376	649
Volume-to-Capacity Ratio (X)	1.080	1.056	0.319	0.924	0.923	0.053	0.595	0.630	0.222	0.000	0.762	0.762
Back of Queue (Q), ft/ln (95 th percentile)	358.3	679.9	126.5	255.2	471.6	18.8	311.6	299.2	88.1	0	385.6	385.7
Back of Queue (Q), veh/ln (95 th percentile)	14.1	26.8	5.0	10.0	18.6	0.7	12.5	11.8	3.5	0.0	15.2	15.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.2	30.3	22.8	39.9	29.2	20.8	23.4	23.4	19.6		25.0	25.0
Incremental Delay (d_2), s/veh	87.9	42.5	1.6	44.5	13.4	0.2	3.6	4.8	0.9	0.0	4.0	8.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	128.1	72.8	24.4	84.4	42.6	21.0	27.0	28.2	20.5		29.0	33.2
Level of Service (LOS)	F	F	C	F	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	75.0	E		47.8	D		26.6	C		30.4	C	
Intersection Delay, s/veh / LOS	47.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.81	B	1.54	B	1.28	A	1.34	A

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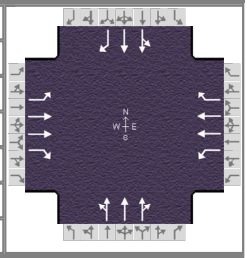
HCS7 Signalized Intersection Results Summary

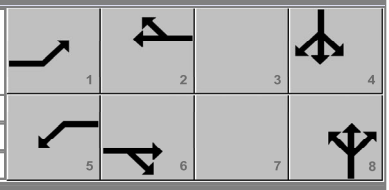
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 3, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2024	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Future.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	132	1154	101	143	780	50	2	1062	307	2	761	164

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.6		9.3			24.0		18.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		6.2		8.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.80		0.61

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	136	1190	104	147	804	52	521	475	418	411	375	169
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1498	1865	1702	1610
Queue Service Time (g_s), s	6.6	29.4	4.3	7.3	17.7	2.0	0.0	22.0	22.0	0.0	16.1	6.7
Cycle Queue Clearance Time (g_c), s	6.6	29.4	4.3	7.3	17.7	2.0	22.0	22.0	22.0	16.0	16.1	6.7
Green Ratio (g/C)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (c), veh/h	192	1163	518	188	1163	518	727	626	551	726	626	592
Volume-to-Capacity Ratio (X)	0.709	1.023	0.201	0.784	0.691	0.100	0.716	0.758	0.758	0.567	0.600	0.286
Back of Queue (Q), ft/ln (95 th percentile)	157.1	615.3	75.7	187.2	310.6	36	391.3	379.4	346.7	294.1	282.7	116.5
Back of Queue (Q), veh/ln (95 th percentile)	6.2	24.2	3.0	7.4	12.2	1.4	15.7	14.9	13.6	11.8	11.1	4.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.8	30.3	21.8	39.2	26.4	21.1	24.9	24.9	24.9	23.1	23.1	20.1
Incremental Delay (d_2), s/veh	11.4	32.3	0.9	19.2	3.4	0.4	6.0	8.4	9.4	3.2	4.2	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.2	62.6	22.7	58.4	29.7	21.5	30.9	33.3	34.4	26.2	27.3	21.3
Level of Service (LOS)	D	F	C	E	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	58.5	E		33.5	C		32.7	C		25.8	C	
Intersection Delay, s/veh / LOS	39.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.67	B	1.32	A	1.26	A	1.28	A

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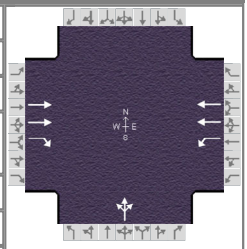
HCS7 Signalized Intersection Results Summary

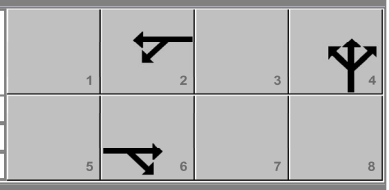
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 3, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Rosemont / Sunset	Analysis Year	2024	Analysis Period	1> 7:45
Intersection	Intersection # 1	File Name	01AM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		1557	23	42	928		29	0	53			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (*MAH*), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						5.2		
Green Extension Time (g_e), s		0.0		0.0		0.3		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (*v*), veh/h		1639	24	44	977			86				
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1585	306	1781			1649				
Queue Service Time (g_s), s		36.4	0.7	10.9	16.1			3.2				
Cycle Queue Clearance Time (g_c), s		36.4	0.7	47.3	16.1			3.2				
Green Ratio (*g/C*)		0.53	0.53	0.53	0.53			0.36				
Capacity (*c*), veh/h		1872	833	117	1872			599				
Volume-to-Capacity Ratio (*X*)		0.876	0.029	0.378	0.522			0.144				
Back of Queue (*Q*), ft/ln (95 th percentile)		538	10.5	57.6	259.8			56.1				
Back of Queue (*Q*), veh/ln (95 th percentile)		21.2	0.4	2.3	10.2			2.2				
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		18.8	10.3	40.4	14.0			19.2				
Incremental Delay (d_2), s/veh		6.1	0.1	9.0	1.0			0.1				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (*d*), s/veh		24.9	10.4	49.5	15.0			19.4				
Level of Service (LOS)		C	B	D	B			B				
Approach Delay, s/veh / LOS	24.7	C		16.5	B		19.4	B		0.0		
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.33	A	0.63	A		

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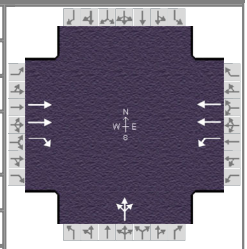
HCS7 Signalized Intersection Results Summary

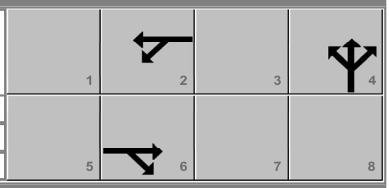
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 4, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.98
Urban Street	Rosemont / Sunset	Analysis Year	2024	Analysis Period	1> 16:45
Intersection	Intersection # 1	File Name	01PM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1685	22	65	1211		48	0	74			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	47.3	32.7	0.0	0.0	0.0	0.0
Yellow	4.1	3.6	0.0	0.0	0.0	0.0
Red	0.6	1.7	0.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6		2		4		
Case Number		7.0		6.0		12.0		
Phase Duration, s		52.0		52.0		38.0		
Change Period, ($Y+R_c$), s		4.7		4.7		5.3		
Max Allow Headway (MAH), s		0.0		0.0		4.4		
Queue Clearance Time (g_s), s						6.7		
Green Extension Time (g_e), s		0.0		0.0		0.4		
Phase Call Probability						1.00		
Max Out Probability						0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14			
Adjusted Flow Rate (v), veh/h		1719	22	66	1236			124				
Adjusted Saturation Flow Rate (s), veh/h/ln		1781	1585	283	1781			1657				
Queue Service Time (g_s), s		39.9	0.6	7.4	22.7			4.7				
Cycle Queue Clearance Time (g_c), s		39.9	0.6	47.3	22.7			4.7				
Green Ratio (g/C)		0.53	0.53	0.53	0.53			0.36				
Capacity (c), veh/h		1872	833	103	1872			602				
Volume-to-Capacity Ratio (X)		0.919	0.027	0.641	0.660			0.207				
Back of Queue (Q), ft/ln (95 th percentile)		598.1	9.7	101.4	345.5			82.9				
Back of Queue (Q), veh/ln (95 th percentile)		23.5	0.4	4.0	13.6			3.3				
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00			0.00				
Uniform Delay (d_1), s/veh		19.6	10.3	43.7	15.5			19.7				
Incremental Delay (d_2), s/veh		8.8	0.1	26.7	1.8			0.2				
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0				
Control Delay (d), s/veh		28.4	10.3	70.4	17.4			19.9				
Level of Service (LOS)		C	B	E	B			B				
Approach Delay, s/veh / LOS	28.1	C		20.1	C		19.9	B		0.0		
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.37	A	2.32	B	2.30	B
Bicycle LOS Score / LOS	1.92	B	1.56	B	0.69	A		

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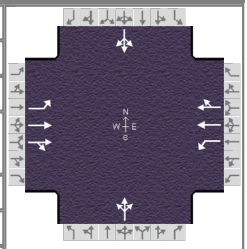
HCS7 Signalized Intersection Results Summary

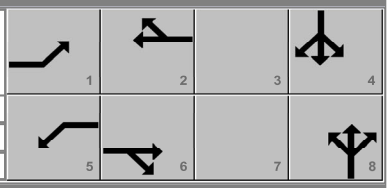
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 4, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.97
Urban Street	Mohawk / Sunset	Analysis Year	2024	Analysis Period	1> 7:45
Intersection	Intersection #2	File Name	02AM - Future + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	1552	21	61	904	21	16	2	63	30	6	52

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.4		4.4
Queue Clearance Time (g_s), s	3.7		4.9			6.2		6.5
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.05		0.34			0.17		0.22

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	37	812	810	63	479	475		84			91	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1861	1781	1870	1855		1627			1665	
Queue Service Time (g_s), s	1.7	38.1	38.3	2.9	17.1	17.1		4.2			4.5	
Cycle Queue Clearance Time (g_c), s	1.7	38.1	38.3	2.9	17.1	17.1		4.2			4.5	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	834	198	838	831		226			231	
Volume-to-Capacity Ratio (*X*)	0.188	0.969	0.971	0.318	0.572	0.572		0.370			0.392	
Back of Queue (*Q*), ft/ln (95 th percentile)	34.2	725.4	715.8	59.3	305.7	299		78.7			85.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.3	28.6	28.6	2.3	12.0	12.0		3.1			3.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.3	24.2	24.3	36.9	18.4	18.4		35.2			35.3	
Incremental Delay (d_2), s/veh	0.5	24.5	25.0	0.9	2.8	2.8		1.0			1.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	36.8	48.8	49.3	37.8	21.3	21.3		36.2			36.4	
Level of Service (LOS)	D	D	D	D	C	C		D			D	
Approach Delay, s/veh / LOS	48.7	D		22.3	C		36.2	D		36.4	D	
Intersection Delay, s/veh / LOS	38.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	1.86	B	1.33	A	0.63	A	0.64	A

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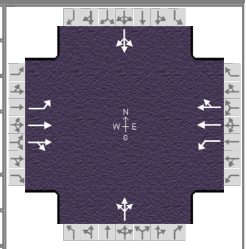
HCS7 Signalized Intersection Results Summary

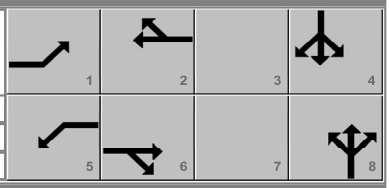
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 4, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.96
Urban Street	Mohawk / Sunset	Analysis Year	2024	Analysis Period	1> 16:45
Intersection	Intersection #2	File Name	02PM - Future + Project.xus		
Project Description	2217-2235 Sunset Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	57	1688	16	44	1232	42	3	3	54	15	2	42

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	40.3	12.5	12.5	0.0	0.0
Yellow	3.6	4.1	1.8	1.8	0.0	0.0
Red	1.4	0.6	0.7	0.7	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	4.0	2.0	4.0		12.0		12.0
Phase Duration, s	15.0	45.0	15.0	45.0		15.0		15.0
Change Period, ($Y+R_c$), s	5.0	4.7	5.0	4.7		2.5		2.5
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.5		4.4
Queue Clearance Time (g_s), s	4.8		4.1			5.1		5.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.1		0.1
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.27		0.11			0.05		0.04

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	59	888	887	46	667	660		63			61	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1870	1864	1781	1870	1848		1606			1639	
Queue Service Time (g_s), s	2.8	40.3	40.3	2.1	27.5	27.6		3.1			3.0	
Cycle Queue Clearance Time (g_c), s	2.8	40.3	40.3	2.1	27.5	27.6		3.1			3.0	
Green Ratio (*g/C*)	0.11	0.45	0.45	0.11	0.45	0.45		0.14			0.14	
Capacity (*c*), veh/h	198	838	835	198	838	828		223			228	
Volume-to-Capacity Ratio (*X*)	0.300	1.060	1.063	0.232	0.796	0.798		0.280			0.270	
Back of Queue (*Q*), ft/ln (95 th percentile)	55.7	956.8	946.4	42.6	476.7	466		58			56.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.2	37.7	37.9	1.7	18.8	18.6		2.3			2.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	36.8	24.9	24.9	36.5	21.3	21.3		34.7			34.7	
Incremental Delay (d_2), s/veh	0.8	48.3	49.2	0.6	7.7	7.9		0.7			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	37.6	73.2	74.0	37.1	29.1	29.2		35.4			35.3	
Level of Service (LOS)	D	F	F	D	C	C		D			D	
Approach Delay, s/veh / LOS	72.4	E		29.4	C		35.4	D		35.3	D	
Intersection Delay, s/veh / LOS	53.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.30	B
Bicycle LOS Score / LOS	2.00	B	1.62	B	0.59	A	0.59	A

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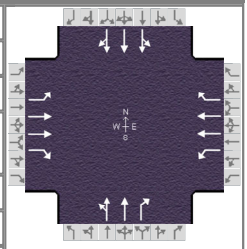
HCS7 Signalized Intersection Results Summary

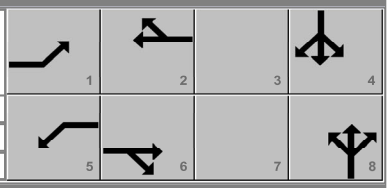
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 4, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - AM	PHF	0.95
Urban Street	Alvarado / Sunset	Analysis Year	2024	Analysis Period	1> 7:30
Intersection	Intersection #3	File Name	03AM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	197	1186	162	165	1024	26	1	787	123	0	1309	156

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		7.0		8.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (*MAH*), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	11.7		10.7			19.2		24.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		9.1		6.5
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.67		0.82

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	207	1248	171	174	1078	27	434	395	129	0	1048	494
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1585	0	1870	1765
Queue Service Time (g_s), s	9.7	29.4	7.3	8.7	26.3	1.1	0.0	17.2	5.1	0.0	22.0	22.1
Cycle Queue Clearance Time (g_c), s	9.7	29.4	7.3	8.7	26.3	1.1	17.2	17.2	5.1	0.0	22.0	22.1
Green Ratio (*g/C*)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37		0.37	0.37
Capacity (*c*), veh/h	192	1163	518	188	1163	518	727	626	583		1376	649
Volume-to-Capacity Ratio (*X*)	1.080	1.073	0.329	0.924	0.927	0.053	0.597	0.632	0.222	0.000	0.762	0.762
Back of Queue (*Q*), ft/ln (95 th percentile)	358.3	716.8	131.1	255.2	475.4	18.8	312.7	300.3	88.1	0	385.6	385.7
Back of Queue (*Q*), veh/ln (95 th percentile)	14.1	28.2	5.2	10.0	18.7	0.7	12.5	11.8	3.5	0.0	15.2	15.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	40.2	30.3	22.9	39.9	29.3	20.8	23.4	23.4	19.6		25.0	25.0
Incremental Delay (d_2), s/veh	87.9	48.4	1.7	44.5	13.8	0.2	3.6	4.8	0.9	0.0	4.0	8.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	128.1	78.7	24.6	84.4	43.0	21.0	27.0	28.2	20.5		29.0	33.2
Level of Service (LOS)	F	F	C	F	D	C	C	C	C		C	C
Approach Delay, s/veh / LOS	79.3	E		48.2	D		26.6	C		30.4	C	
Intersection Delay, s/veh / LOS	48.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.30	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.83	B	1.54	B	1.28	A	1.34	A

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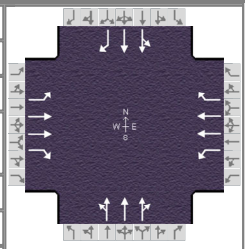
HCS7 Signalized Intersection Results Summary

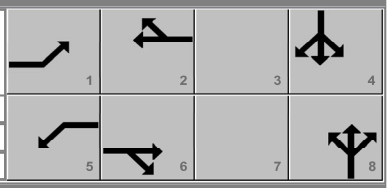
General Information				Intersection Information	
Agency	LLG Engineers			Duration, h	0.250
Analyst	AS	Analysis Date	Sep 4, 2020	Area Type	Other
Jurisdiction	City of Los Angeles	Time Period	Future + Project - PM	PHF	0.97
Urban Street	Alvarado / Sunset	Analysis Year	2024	Analysis Period	1> 16:15
Intersection	Intersection #3	File Name	03PM - Future + Project.xus		
Project Description	2217-2235 Sunset Boulevard Residential				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	132	1164	104	143	793	50	2	1067	307	2	761	164

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.7	29.4	33.1	0.0	0.0	0.0
Yellow	3.6	4.1	4.1	0.0	0.0	0.0
Red	2.7	1.5	1.8	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		8		4
Case Number	2.0	3.0	2.0	3.0		8.0		7.0
Phase Duration, s	16.0	35.0	16.0	35.0		39.0		39.0
Change Period, ($Y+R_c$), s	6.3	5.6	6.5	5.6		5.9		5.9
Max Allow Headway (MAH), s	4.1	0.0	4.1	0.0		4.1		4.1
Queue Clearance Time (g_s), s	8.6		9.3			24.1		18.1
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		6.1		8.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		1.00			0.80		0.61

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	136	1200	107	147	818	52	523	476	419	411	375	169
Adjusted Saturation Flow Rate (s), veh/h/ln	1781	1781	1585	1781	1781	1585	1868	1702	1498	1865	1702	1610
Queue Service Time (g_s), s	6.6	29.4	4.4	7.3	18.1	2.0	0.0	22.1	22.1	0.0	16.1	6.7
Cycle Queue Clearance Time (g_c), s	6.6	29.4	4.4	7.3	18.1	2.0	22.1	22.1	22.1	16.0	16.1	6.7
Green Ratio (g/C)	0.11	0.33	0.33	0.11	0.33	0.33	0.37	0.37	0.37	0.37	0.37	0.37
Capacity (c), veh/h	192	1163	518	188	1163	518	727	626	551	726	626	592
Volume-to-Capacity Ratio (X)	0.709	1.032	0.207	0.784	0.703	0.100	0.719	0.761	0.761	0.567	0.600	0.286
Back of Queue (Q), ft/ln (95 th percentile)	157.1	631.5	78.1	187.2	316.6	36	393.2	381.3	348.6	294.1	282.7	116.5
Back of Queue (Q), veh/ln (95 th percentile)	6.2	24.9	3.1	7.4	12.5	1.4	15.7	15.0	13.7	11.8	11.1	4.7
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	38.8	30.3	21.9	39.2	26.5	21.1	25.0	25.0	25.0	23.1	23.1	20.1
Incremental Delay (d_2), s/veh	11.4	34.8	0.9	19.2	3.6	0.4	6.0	8.5	9.5	3.2	4.2	1.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.2	65.1	22.8	58.4	30.0	21.5	31.0	33.5	34.5	26.2	27.3	21.3
Level of Service (LOS)	D	F	C	E	C	C	C	C	C	C	C	C
Approach Delay, s/veh / LOS	60.6	E		33.7	C		32.9	C		25.8	C	
Intersection Delay, s/veh / LOS	39.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	2.45	B	2.45	B
Bicycle LOS Score / LOS	1.68	B	1.33	A	1.27	A	1.28	A

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NATIVE AMERICAN HERITAGE COMMISSION

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May 12, 2020

Sherrie Cruz
City of Los Angeles

Via Email to: sherrie@ceqa-nepa.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Cypress 2217 W Sunset Project, Los Angeles County

Dear Ms. Cruz:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
5/12/2020

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admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
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Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
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Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
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Phone: (562) 761 - 6417
Fax: (562) 761-6417
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Gabrielino-Tongva Tribe
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Soboba Band of Luiseno Indians
Scott Cozart, Chairperson
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San Jacinto, CA, 92583 — Luiseno
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Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Cypress 2217 W Sunset Project, Los Angeles County.

700 S. Flower Street, Suite 2100 Los Angeles, CA 90017 213.418.0201 kpff.com

2225 SUNSET BOULEVARD PROJECT
LOS ANGELES, CA 90026

UTILITY INFRASTRUCTURE TECHNICAL REPORT: WATER, WASTEWATER, AND ENERGY

JANUARY 2021

PREPARED BY:

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700 S. Flower Street, Suite 2100
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Exhibit 5 – SoCal Gas Approved Will-Serve Letter

1. INTRODUCTION

1.1. PROJECT DESCRIPTION

The Project Applicant is seeking a density bonus under the City of Los Angeles Transit Oriented Communities (TOC) Guidelines with base incentives for increased density, increased floor-area ratio (FAR), and reduced parking and three additional incentives for RAS3 Zone yard setbacks in the commercial zone, increased height, and averaging of floor area, density, open space, and parking. Based on the Project Site's location within 750 feet of a Major Transit Stop and served by a qualifying regular bus line that intersects with a Rapid bus line, the Project is eligible for Tier 3 incentives under the TOC Guidelines with the provision of affordable housing.

The Project includes demolition and removal of all existing structures and trees from the Project Site and development of the site with a 153,781-square-foot, 176-unit multi-family residential building with three levels of parking, including one level of subterranean parking. Project plans are shown on Figures 2-4 through 2-26. The seven-story building would reach 79 feet in height. Table 2-2 includes a breakdown of the types and numbers of dwelling units included in proposed residential building. Of the 176 proposed units, 18 would be designated as Extremely Low Income units.

1.2. SCOPE OF WORK

As a part of the Sustainable Communities Environmental Assessment for the Project, the purpose of this report is to analyze the potential impact of the Project to the existing water, wastewater, and energy infrastructure system.

2. REGULATORY FRAMEWORK

2.1. WATER

The City of Los Angeles Department of Water and Power (LADWP) is responsible for providing water supply to the City while complying with Local, State, and Federal regulations.

Below are the State and Regional water supply regulations:

- California Code of Regulations (CCR), Title 20, Chapter 4, Article 4, Section 1605 establishes water efficiency standards for all new plumbing fixtures and Section 1608 prohibits the sale of fixtures that do not comply with the regulations.

- 2013 California Green Building Standards Code, CCR, Title 24, Part 11, adopted on January 1, 2014 (CALGreen), requires a water use reduction of 20% above the baseline cited in the CALGreen code book. The code applies to family homes, state buildings, health facilities, and commercial buildings.

- California Urban Water Management Planning Act of 1984 requires water suppliers to adopt an Urban Water Management Plan (UWMP).

- Metropolitan Water District (MWD) official reports and policies as outlined in its Regional UWMP, Water Surplus and Drought Management Plan, Water Supply Allocation Plan, and Integrated Resources Plan.

- LADWP's 2015 UWMP outlines the City's long-term water resources management strategy. The 2015 UWMP was approved by the LADWP Board of Water and Power Commissioners on June 7, 2016.

- Senate Bill 610 and Senate Bill 221, approved on October 9, 2001, require land use agencies to perform a detailed analysis of available water supply when approving large developments. Historically, public water suppliers (PWS) simply provided a "will serve" letter to developers. SB 610, Public Resources Code (PRC) and Section 10910-10915 of the State Water Code requires lead agencies to request a Water Supply Assessment (WSA) from the local water purveyor prior to project approval. If the projected water demand associated with a proposed development is included in the most recent UWMP, the development is considered to have sufficient water supply per California Water Code Section 10910, and a WSA is not required. All projects that meet any of the following criteria require a WSA:

    1) A proposed residential development of more than 500 dwelling units;

    2) A proposed shopping center or business establishment of more than 500,000 square feet of floor space or employing more than 1,000 persons;

    3) A proposed commercial office building of more than 250,000 square feet of floor space or employing more than 1,000 persons;

    4) A proposed hotel or motel of more than 500 rooms;

    5) A proposed industrial, manufacturing, or processing plant or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons;

    6) A mixed-use project that falls in one or more of the above-identified categories; or

    7) A project not falling in one of the above-identified categories but that would demand water equal or greater than the amount required by a 500-dwelling unit project.

As this project does not meet any of the above criteria, a WSA is not anticipated for this project.

2.2. WASTEWATER

The City of Los Angeles has one of the largest sewer systems in the world including more than 6,600 miles of sewers serving a population of more than four million. The Los Angeles sewer system is comprised of three systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and Los Angeles Regional Sanitary Sewer System. To comply with Waste Discharge Requirements (WDRs), a Sewer System Management Plan (SSMP) was prepared for each of these systems.

The Project Site lies within the Hyperion Service Area served by the Hyperion Sanitary Sewer System. In January 2019, a Sewer System Management Plan (SSMP) was prepared for the Hyperion Sanitary Sewer System pursuant to the State Water Resources Control Board's (SWRCB) May 2, 2006 Statewide General Waste Discharge Requirements (WDRs)[1].

Sewer permit allocation for projects that discharge into the Hyperion Treatment Plant is regulated by Ordinance No. 166,060 adopted by the City in 1990. The Ordinance established an additional annual allotment of 5.0 million gallons per day, of which 34.5 percent (1.725 million gallons per day) is allocated for priority projects, 8 percent (0.4 million gallons per day) for public benefit projects, and 57.5 percent (2.875 million gallons per day) for non-priority projects (of which 65 percent is for residential project and 35 percent for non-residential projects).

The City of Los Angeles Municipal Code (LAMC) includes regulations that allow the City to assure available sewer capacity for new projects and fees for improvements to the infrastructure system. LAMC Section 64.15 requires that the City perform a Sewer Capacity Availability Request (SCAR) when any person seeks a sewer permit to connect a property to the City's sewer collection system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day. A SCAR is an analysis of the existing sewer collection system to determine if there is adequate capacity existing in the sewer collection system to safely convey the newly generated sewage to the appropriate sewage treatment plant.

LAMC Section 64.11.2 requires the payment of fees for new connections to the sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength, as well as volume. The determination of wastewater strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters (biological oxygen demand and suspended solids) for each type of land use. Fees paid to the Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance

[1] City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, January 2019.

Fund for sewer and sewage-related purposes, including but not limited to industrial waste control and water reclamation purposes.

In addition, the City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City Standards (Bureau of Engineering Special Order No. SO06-0691). Per the Special Order, laterals sewers, which are sewers 18 inches or less in diameter, must be designated for a planning period of 100 years. The Special Order also requires that sewers be designated so that the peak dry weather flow depth during their planning period shall not exceed one-half the pipe diameter.[2]

In 2006 the City approved the Integrated Resources Plan (IRP), which incorporates a Wastewater Facilities Plan.[3] The Integrated Resources Program was developed to meet future wastewater needs of more than 4.3 million residents expected to live within the City by 2020. In order to meet future demands posed by increased wastewater generation, the City has chosen to expand its current overall treatment capacity, while maximizing the potential to reuse recycled water through irrigation and other approved uses.

2.3. ENERGY

2.3.1. ELECTRICITY

The *2017 Power Strategic Long-Term Resource Plan* (SLTRP)[4] document serves as a comprehensive 20-year roadmap that guides the Los Angeles Department of Water and Power's (LADWP) Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. The 2017 SLTRP re-examines and expands its analysis on the 2016 Power Integrated Resource Plan (PIRP) recommended case with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent renewable portfolio standard by 2050.

The 2017 SLTRP provides detailed analysis and results of several new PIRP resource cases which investigated the economic and environmental impact of increased local solar and various levels of transportation electrification. In analyzing the PIRP cases and recommending a strategy to best meet the future electric needs of Los Angeles, the SLTRP uses system modeling tools to analyze and determine the long-term economic, environmental, and operational impact of alternative resource portfolios by simulating the integration of new resource alternatives within our existing mix of assets and providing the analytic results to inform the selection of a recommended case.

---

[2] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Planning CEQA Analysis in Los Angeles, M-Public Utilities, 2006. http://www.environmentla.org/programs/thresholds/M-Public%20Utilities.pdf

[3] City of Los Angeles, Department of Public Works, LA Sewers Website, Integrated Resources Plan Facilities Plan, Summary Report, December 2006. https://www.lacitysan.org/san/sandocview?docname=CNT025148

[4] LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017.

The SLTRP also includes a general assessment of the revenue requirements and rate impacts that support the recommended resource plan through 2037. While this assessment will not be as detailed and extensive as more recent-year fiscal analyses, it clearly outlines the general requirements for future analyses. As a long-term planning process, the SLTRP examines a 20-year horizon in order to secure adequate supplies of electricity. In that respect, it is LADWP's desire that the SLTRP contribute towards future rate actions, by presenting and discussing the programs and projects required to fulfill our City Charter mandate of delivering reliable electric power to the City of Los Angeles.

Regulatory interpretations of primary regulations and state laws affecting the Power System, including AB 32, SB 1368, SB 1, SB 2 (1X), SB 350, SB 32, US EPA Rule 316(b), and US Clean Power Plan continue to evolve particularly with certification requirements of existing renewable projects and their applicability towards meeting in-state or out-of-state qualifications. 2017's SLTRP attempts to incorporate the latest interpretation of these major regulations and state laws as we understand them today.

2.3.2. NATURAL GAS

The *2018 California Gas Report*[5] presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. This report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with California Public Utilities Commission Decision D.95-01-039. The projections in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities.

California natural gas demand, including volumes not served by utility systems, is expected to decrease at a rate of 0.5 percent per year from 2018 to 2035. The forecast decline is a combination of moderate growth in the Natural Gas Vehicle (NGV) market and across-the-board declines in all other market segments: residential, commercial, electric generation, and industrial markets.

Residential gas demand is expected to decrease at an annual average rate of 1.4 percent. Demand in the commercial and industrial markets are expected to decline at an annual rate of 0.2 percent. Aggressive energy efficiency programs make a significant impact in managing growth in the residential, commercial, and industrial markets. For the purpose of load-following as well as backstopping intermittent renewable resource generation, gas-fired generation will continue to be the primary technology to meet the ever-growing demand for electric power.

In 2015, the state enacted legislation intended to improve air quality, provide aggressive reductions in energy dependency and boost the employment of renewable power. The first legislation, the 2015 Clean Energy and Pollution Reduction Act, also known as Senate Bill (SB) 350, requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. SB 350 establishes annual targets for statewide energy efficiency savings and

[5] California Gas and Electric Utilities, 2018 California Gas Report, 2018.

demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses by January 1, 2030. Second, the Energy Efficiency Act (AB 802) provides aggressive state directives to increase the energy efficiency of existing buildings, requires that access to building performance data for nonresidential buildings be provided by energy utilities and encourages pay-for performance incentive-based programs. This paradigm shift will allow California building owners a better and more effective way to access whole-building information and at the same time will help to address climate change and deliver cost-effective savings for ratepayers. Last, the Energy Efficiency Act (AB 793) is intended to promote and provide incentives to residential or small and medium-sized business utility customers that acquire energy management technology for use in their home or place of business. AB 793 requires energy utilities to develop a plan to educate residential customers and small and medium business customers about the incentive program.[6]

Last, California Global Warming Solutions Act of 2006 (SB 32) requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.[7]

3. ENVIRONMENTAL SETTING

The 2225 Sunset Boulevard Project is approximately 49,841 square feet and consists of multiple lots associated with Assessor's Parcel Numbers 5402-031-026 and 5402-031-023. The project is bound by Sunset Boulevard to the south and has limited frontages on both Mohawk Street (to the east) and Elsinore Street (to the north). The existing Site is improved with multiple residential and commercial buildings. The Project fronts separate private developments to the west, and partially to the east.

3.1. WATER

LADWP is responsible for providing water supply to the City while complying with County, State, and Federal regulations.

3.1.1. REGIONAL

Primary sources of water for the LADWP service area are the Los Angeles Aqueducts (LAA), State Water Project (supplied by MWD) and local groundwater. The Los Angeles Aqueduct has been the primary source of the City's water supply. In recent years, however, the amount of water supplies from the Los Angeles Aqueduct has been limited due to environmental concerns, and the City's water supply relied heavily (average of 57% in recent years) on the purchased water from MWD delivered from the Colorado River or from the Sacramento-San Joaquin Delta. Local ground water has been a reliable water source, providing an average of 12% of the total water supply, but there have been concerns

[6] C.A. Legislative Assembly, SB 32, 2015-2016.
[7] C.A. Legislative Assembly, SB 32, 2015-2016.

in recent years due to declining groundwater level and contamination issues. Lastly, the City's recycled water supply is limited to specific projects within the City at this time.[8]

3.1.2. LOCAL

LADWP maintains water infrastructure to the Project Site. Based on available record data provided by LADWP, there appears to be a 6" water main in Elsinore Street, an 8" water main in Mohawk Street, and a 24" main in Sunset Boulevard. The Project is anticipated to consist of connections in Mohawk Street to serve the proposed building.

The existing condition has several residential and commercial buildings and has multiple domestic water meters serving the Site. It is expected that new connections will be installed to meet all Fire Department and Department of Building and Safety regulations to serve the proposed building. Multiple public fire hydrants exist in the vicinity of the Project Site. It is not understood the extent to which the existing buildings on the Site are occupied or in use; for the intent of this report it is assumed no significant water demand exists on the Site.

3.2. WASTEWATER

3.2.1. REGIONAL

The Bureau of Sanitation (BOS) operates and maintains the wastewater treatment, reclamation and collection facilities serving most of the City of Los Angeles incorporated areas as well as several other cities and unincorporated areas in the Los Angeles basin and San Fernando Valley. The collection infrastructure consists of over 6,700 miles of local, trunk, mainline and major interceptor sewers, five major outfall sewers, and 46 pumping plants. The wastewater generated by the Project ultimately flows to the Hyperion Treatment Plant (HTP) System. The existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.[9]

3.2.2. LOCAL

Sanitary sewer is provided by the City of Los Angeles Bureau of Sanitation (BOS). The Project currently has sewer wye connections in Sunset Boulevard, Mohawk Street, and Elsinore Street and discharges to all three in the existing condition. Table 1 below summarizes the existing sewer mains capable of serving the Project:

---

[8] LADWP, 2015 Urban Water Management Plan, October 2016.

[9] City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019.

Table 1 – Estimated Sewer Facilities			
Main in:	**Size / Material**	**Slope (%)**	**50% d/D Capacity (GPD)**
Sunset Blvd.	8" Vitrified Clay	1.00	362,590
Mohawk Street	8" Vitrified Clay	0.50[(a)]	256,389
Elsinore Street	8" Vitrified Clay	0.50	256,389
[(a)] Due to the slope of Mohawk Street, this sewer is being analyzed downstream from the potential point of connection at a point of minimum capacity.			

The City sewer network ultimately conveys wastewater to the Hyperion Sewage Treatment Plant.

As mentioned above, for the purposes of this report the Site is considered to have no significant sewer discharge in the existing condition in order to provide a more conservative analysis.

3.3. ENERGY

3.3.1. ELECTRICITY

LADWP is responsible for providing power supply to the City while complying with County, State, and Federal regulations.

3.3.1.1. REGIONAL

LADWP's Power system is the nation's largest municipal electric utility and serves a 465-square-mile area in Los Angeles and much of the Owens Valley. The system supplies more than 26 million megawatt-hours (MWh) of electricity a year for the City of Los Angeles' 1.5 million residential and business customers as well as over 5,000 customers in the Owens Valley. LADWP has over 6,502 megawatts (MW) of generation capacity from a diverse mix of energy sources including Renewable energy, Natural Gas, Nuclear, Large Hydro, coal and other sources. The distribution network includes 6,752 miles of overhead distribution lines and 3,626 miles of underground distribution cables.[10]

3.3.1.2. LOCAL

Based on a visual inspection, it appears that the Project Site receives electric power service from LADWP via overhead lines in Sunset Boulevard, Mohawk Street, and Elsinore Street.

[10] LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017.

As mentioned above, for the purposes of this report the Site is considered to have no significant electrical demands in the existing condition in order to provide a more conservative analysis.

3.3.2. NATURAL GAS

Southern California Gas Company (SoCal Gas) is responsible for providing natural gas supply to the City and is regulated by the California Public Utilities Commission and other state and federal agencies.

3.3.2.1. REGIONAL

SoCal Gas is the principal distributor of natural gas in Southern California, providing retail and wholesale customers with transportation, exchange and storage services and procurement services to most retail core customers. SoCal Gas is a gas-only utility and, in addition to serving the residential, commercial, and industrial markets, provides gas for enhanced oil recovery (EOR) and electric generation (EG) customers in Southern California. SoCal Gas' natural gas system is the nation's largest natural gas distribution utility and serves a 20,000 square-mile area in Central and Southern California. The system supplies natural gas to 21.6 million customers through 5.9 million meters in more than 500 communities.[11]

3.3.2.2. LOCAL

Based on substructure maps provided by the City's Navigate LA database, it cannot be determined if the Project has any gas service connections in the existing condition. 2" gas service mains exist in both Mohawk and Elsinore Streets.

As mentioned above, for the purposes of this report the Site is considered to have no significant gas demands in the existing condition in order to provide a more conservative analysis.

4. SIGNIFICANCE THRESHOLDS

4.1. WATER

Appendix G of the State of California's California Environmental Quality Act (CEQA) Guidelines (CEQA Guidelines) provides a set of sample questions that address impacts regarding water supply. These questions are as follows:

Would the project:

- Require or result in the relocation or construction of new water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities or expansion of existing facilities, the

[11] California Gas and Electric Utilities, 2018 California Gas Report, 2018.

construction or relocation of which would cause significant environmental effects?

- Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

In the context of the above questions from the Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide (*L.A. CEQA Thresholds Guide*) states that the determination of significance with regard to impacts on water shall be made on a case-by-case basis, considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based on these factors, the Project would have a significant impact if the City's water supplies would not adequately serve the Project or water distribution capacity would be inadequate to serve the proposed use after appropriate infrastructure improvements have been installed.

4.2. WASTEWATER

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts regarding wastewater. These questions are as follows:

Would the project:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?
- Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

In the context of the above questions from the CEQA Guidelines, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant wastewater impact if:

- The project would cause a measureable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

These thresholds are applicable to the Project and as such are used to determine if the Project would have significant wastewater impacts.

4.3. ENERGY

Appendix F of the CEQA Guidelines states that the potentially significant energy implications of a project should be considered in an EIR. Environmental impacts, as noted in Appendix F, may include:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. if appropriate, the energy intensiveness of materials may be discussed;

- The effects of the project on local and regional energy supplies and on requirements for additional capacity;

- The effects of the project on peak and base period demands for electricity and other forms of energy;

- The degree to which the project complies with existing energy standards;

- The effects of the project on energy resources;

- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Appendix G of the CEQA Guidelines has the following questions:

- Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction.

- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

In the context of the above thresholds, the *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity enhancing alterations to existing facilities;

- Whether and when the needed infrastructure was anticipated by adopted plans; and

- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Based on these factors, the Project would have a significant impact on energy resources if the project would result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities, or the design of the project fails to incorporate energy conservation measures that go beyond existing requirements.

5. METHODOLOGY

5.1. WATER

The methodology for determining the significance of a project as it relates to a project's impact on water supply and distribution infrastructure is based on the *L.A. CEQA Thresholds Guide*. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

Environmental Setting

- Description of major water infrastructure serving the Project site, including the type of facilities, location and sizes, and any planned improvements.

- Description of the water conditions for the Project area and known improvement plans.

Project Impacts

- Evaluate the Project's water demand, taking into account design or operational features that would reduce or offset water demand.

- Determine what improvements would be needed, if any, to adequately serve the Project.

- Describe the degree to which presently scheduled off-site improvements offset impacts.

This report analyzes the potential impacts of the Project on the existing public water infrastructure by comparing the estimated Project demand with the calculated available capacity of the existing facilities.

The existing and proposed water demand is based upon available site and Project information and utilizes 120 percent of the BOS sewerage generation factors.

LADWP performed a hydraulic analysis of their water system to determine if adequate fire flow is available to the fire hydrants surrounding the Project Site. LADWP's approach consists of analyzing their water system model near the Project Site. Based on the results, LADWP determines whether they can meet the project fire hydrant flow needs based on existing infrastructure. See Exhibit 1 for the results of the Information of Fire Flow Availability Request (IFFAR).

In addition, LADWP performed a flow test to determine if available water conveyance exists for future development. LADWP's approach consists of data ranging from available static pressure (meaning how much pressure is available at the source before applying the project's demand), to the available pressure at the maximum demand needed for the project. Based on the results, LADWP determines whether they can meet the project needs based on existing infrastructure. See Exhibit 2 for the results of the Service Advisory Request (SAR) for Mohawk Street.

5.2. WASTEWATER

The methodology for determining the significance of a project as it relates to a project's impact on wastewater collection and treatment infrastructure is based on the *L.A. CEQA Thresholds Guide*. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

Environmental Setting

- Location of the Project and appropriate points of connection to the wastewater collection system on the pertinent Wye Map;
- Description of the existing wastewater system which would serve the Project, including its capacity and current flows.
- Summary of adopted wastewater-related plans and policies that are relevant to the Project area.

Project Impacts

- Evaluate the Project wastewater needs (anticipated daily average wastewater flow), taking into account design or operational features that would reduce or offset service impacts;
- Compare the Project's wastewater needs to the appropriate sewer's capacity and/or the wastewater flows anticipated in the Wastewater Facilities Plan or General Plan.

This report analyzes the potential impacts of the Project on the existing public sewer infrastructure by comparing the estimated Project wastewater generation with the calculated available capacity of the existing facilities.

Pursuant to LAMC Section 64.15 BOS Wastewater Engineering Division made a preliminary analysis of the local and regional sewer conditions to determine if available wastewater conveyance and treatment capacity exists for future development of the Project Site. BOS's approach consisted of the study of a worst-case scenario envisioning peak demands from the relevant facilities occurring simultaneously on the wastewater system. A combination of flow gauging data and computed results from the City's hydrodynamic model were used to project current and future impacts due to additional sewer discharge. The data used in this report are based on the findings of the BOS preliminary analysis. Refer to Exhibit 3 for the Wastewater Service Information Response Letter prepared by the City of Los Angeles Bureau of Sanitation providing additional context and evaluation, showing feasibility in accommodating the Project.

5.3. ENERGY

The methodology for determining the significance of a project as it relates to a project's impact on energy supply and distribution infrastructure is based on the *L.A. CEQA Thresholds Guide*. This methodology involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures as required. The following has been considered as part of the determination for this Project:

Environmental Setting

- Description of the electricity and natural gas supply and distribution infrastructure serving the project site. Include plans for new transmission facilities or expansion of existing facilities; and
- Summary of adopted energy conservation plans and policies relevant to the project

Project Impacts

- Evaluation of the new energy supply and distribution systems which the project would require.
- Describe the energy conservation features that would be incorporated into project design and/or operation that go beyond City requirements, or that would reduce the energy demand typically expected for the type of project proposed.
- Consult with the DWP or The Gas Company, if necessary, to gauge the anticipated supply and demand conditions at project buildout.

This report analyzes the potential impacts of the Project on existing energy infrastructure by comparing the estimated Project energy demand with the available capacity. Will-serve

letters from LADWP and SoCal Gas (Exhibits 4 and 5) demonstrate the availability of sufficient energy resources to supply the Project's demand.

6. PROJECT IMPACTS

6.1. CONSTRUCTION

6.1.1. WATER

Water demand for construction of the Project would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gallons per day (gpd). Although temporary construction water use would be greater than the existing water consumption at the Project Site, it is anticipated that the existing water infrastructure would meet the limited and temporary water demand associated with construction of the Project. Impacts on the water infrastructure due to construction activity would therefore be less than significant.

The Project will also require construction of new, on-site water distribution lines to serve new buildings and facilities of the proposed Project. The Project anticipates connections for fire and domestic water service along Mohawk Street. This work would consist of trenching for and the installation of new distribution lines within the public right-of-way to provide connection to the Site, any impacts thereto would be of a relatively short-term duration (i.e. weeks) and would cease to occur once the installation is complete. Construction impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution lines below surface and would be limited to on-site water distribution, and minor off-site work associated with connections to the public main. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Further, LADWP would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service and are typically responsible for the installation of new meters and main connections, as well as work on water mains within the public right-of-way (i.e. main extensions). Therefore, Project impacts on water associated with construction activities would be less than significant.

6.1.2. WASTEWATER

Construction activities for the Project would not result in wastewater generation as construction workers would typically utilize portable restrooms, which would not contribute to wastewater flows to the City's wastewater system. Thus, wastewater generation from Project construction activities is not anticipated to cause a measurable increase in wastewater flows. Therefore, Project impacts associated with construction-period wastewater generation would be less than significant.

The Project will require construction of new on-site infrastructure to serve the new buildings. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for connections to public infrastructure. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work

associated with connections to the public main. No upgrades to the public main are anticipated. A Construction Management Plan would be implemented to reduce any temporary pedestrian and traffic impacts. The contractor would implement the Construction Management Plan, which would ensure safe pedestrian access and vehicle travel and emergency vehicle access throughout the construction phase. Overall, when considering impacts resulting from the installation of any required wastewater infrastructure, all impacts are of a relatively short-term duration (i.e., months) and would cease to occur once the installation is complete. Therefore, Project impacts on wastewater associated with construction activities would be less than significant.

6.1.3. ENERGY

Electrical power would be consumed to construct the new buildings and facilities of the proposed Project. Typical uses include temporary power for lighting, equipment, construction trailers, etc. Overall, demolition and construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. Therefore, impacts on electricity supply associated with short-term construction activities would be less than significant.

No natural gas usage is expected to occur during construction. Therefore, impacts on natural gas supply associated with short-term construction activities would be less than significant.

Construction impacts associated with the Project's electrical and gas infrastructure upgrades would primarily be confined to trenching. Infrastructure improvements will comply with all applicable LADWP, SoCalGas, and City of LA requirements, which are expected to and would in fact mitigate impact to existing energy systems and adjacent properties. As stated above, to reduce any temporary pedestrian access and traffic impacts during any necessary off-site energy infrastructure improvements, a construction management plan would be implemented to ensure safe pedestrian and vehicular travel. Therefore, Project impacts on energy infrastructure associated with construction activities would be less than significant.

6.2. OPERATION

6.2.1. WATER

6.2.1.1. INFRASTRUCTURE CAPACITY

When analyzing the Project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. Although domestic water demand is the Project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity. Nevertheless, conservative analysis for both fire suppression and domestic water flows has been completed by LADWP for the Project. See Exhibit 1 and Exhibit 2 for the results of the IFFAR and SAR, respectively, which together demonstrate that adequate water infrastructure capacity exists.

6.2.1.2. FIRE WATER DEMAND

According to information available in Navigate LA, the Project is currently zoned as Community Commercial (along Sunset Boulevard), and Medium Residential. Based on fire flow standards set forth in Section 57.507.3 of the LAMC, the Project appears to fall within the "High Residential and Neighborhood Commercial" category, which has a required fire flow of 4,000 gallons per minute (gpm) from four hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch (psi). This translates to a required flow of 1,000 gpm for each hydrant. An IFFAR was submitted to LADWP regarding available fire hydrant flow to demonstrate compliance. The results indicate four hydrants flowing simultaneously with 1,000 gpm each. The results show that the Project Site currently has adequate fire flow available to demonstrate compliance with Section 57.507.3 of the LAMC.

Furthermore, LAMC Section 57.513, Supplemental Fire Protection, states that:

> Where the Chief determines that any or all of the supplemental fire protection equipment or systems described in this section may be substituted in lieu of the requirements of this chapter with respect to any facility, structure, group of structures or premises, the person owning or having control thereof shall either conform to the requirements of this chapter or shall install such supplemental equipment or systems. Where the Chief determines that any or all of such equipment or systems is necessary in addition to the requirements of this chapter as to any facility, structure, group of structures or premises, the owner thereof shall install such required equipment or systems.

The Project will incorporate a fire sprinkler suppression system to reduce or eliminate the public hydrant demands, which will be subject to Fire Department review and approval during the design and permitting of the Project. Based on Section 94.2020.0 of the LAMC that adopts by reference NFPA 14-2013 including Section 7.10.1.1.5, the maximum allowable fire sprinkler demand for a fully or partially sprinklered building would be 1,250 gpm. As noted, an SAR was submitted to LADWP to determine if the existing public water infrastructure could meet the demands of the Project. Based upon the SAR results, the existing infrastructure is sufficient to meet the demands of the project. The Project's fire flow impacts to water infrastructure would be less than significant.

6.2.1.3. DOMESTIC WATER DEMAND

Water consumption estimates have been prepared based on 120 percent of the City of LA Bureau of Sanitation sewerage generation factors for commercial categories and are summarized in Table 2 below. As mentioned, the approved SAR which is inclusive of anticipated domestic water demands shows that the existing infrastructure is sufficient to meet the water demand of the Project. Therefore, the Project's impacts on water supply would be less than significant.

Table 2 – Estimated Proposed Water Consumption				
Building Use	**Water Consumption (GPD)[(a)]**	**Units**	**Quantity**	**Total Consumption (GPD)**
APT - Studio	90	DU	63	5,670
1 BDR APT	132	DU	54	7,128
"Junior" 1 BDR APT[(b)]	132	DU	21	2,772
2 BDR APT	180	DU	13	2,340
4 BDR APT	276	DU	2	552
5 BDR APT	324	DU	18	5,832
Live/Work Units[(c)]	180	DU	5	900
SPA/JACUZZI	600	-	1	600
Total Estimated Proposed Water Consumption			TOTAL (GPD)	25,794

[(a)] The average daily flow based on 120% of City of Los Angeles sewerage generation factors.
[(b)] "Junior" 1 BDR units are being analyzed as one-bedroom apartments.
[(c)] "Live/Work" units are being analyzed as two-bedroom apartments.

6.2.2. WASTEWATER

In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated sewer flows were based on the sewer generation factors for the Project's uses. Based on the type of use and generation factors, the Project will generate approximately 21,575 gallons per day (gpd) of wastewater. Wastewater generation estimates have been prepared based on the City of LA Bureau of Sanitation sewerage generation factors for residential and commercial categories and are summarized in Table 3 below.

Table 3 – Estimated Proposed Wastewater Generation				
Building Use	**Sewage Generation (GPD)[a]**	**Units**	**Quantity**	**Total Generation (GPD)**
APT - Studio	75	DU	63	4,725
1 BDR APT	110	DU	54	5,940
"Junior" 1 BDR APT[b]	110	DU	21	2,310
2 BDR APT	150	DU	13	1,950
4 BDR APT	230	DU	2	460
5 BDR APT	270	DU	18	4,860
Live/Work Units[c]	150	DU	5	750
SPA/JACUZZI	500	-	1	500
Total Estimated Proposed Wastewater Generation			TOTAL (GPD)	21,495

[a] The average daily flow based on 100% of City of Los Angeles sewerage generation factors.
[b] "Junior" 1 BDR units are being analyzed as one-bedroom apartments.
[c] "Live/Work" units are being analyzed as two-bedroom apartments.

A Wastewater Services Information Letter was submitted to see whether the existing public infrastructure can accommodate the Project. The Bureau of Sanitation has analyzed the Project demands in conjunction with existing conditions and forecasted growth. Refer to Exhibit 3 for the response letter from the Bureau of Sanitation – Wastewater Engineering Services Division.

It has not yet been determined which sewer (or sewers) the Project will connect to, and it is assumed that the Project will make multiple connections. Table 4 below shows the anticipated wastewater generation relative to the available pipe's capacity.

Table 4 – Estimated Impact to Wastewater Facilities		
Main in:	**50% d/D Capacity (GPD)**	**Proposed Flow (% of Capacity)**
Sunset Blvd.	362,590	5.95%
Mohawk Street[a]	256,389	8.41%
Elsinore Street	256,389	8.41%

[a] Due to the slope of Mohawk Street, this sewer is being analyzed downstream from the potential point of connection at a point of minimum capacity.

Due to this fact, and the response letter generated by the Bureau of Engineering-Wastewater Engineering Services Division, impacts on wastewater infrastructure would be less than significant.

As further discussed below, the existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (consisting of 450 mgd at the Hyperion Treatment Plant, 80 mgd at the Donald C. Tillman Water Reclamation Plant, Reclamation Plant, and 20 mgd at the Los Angeles–Glendale Water Reclamation Plant).[12] The Project's proposed wastewater generation is approximately 0.022 mgd. This is equal to far less than one percent of the Hyperion Treatment Plant's capacity where the Project's wastewater would be treated. Consequently, impacts on wastewater treatment capacity are less than significant.

6.2.3. ENERGY

6.2.3.1. ELECTRICITY

The Project will increase the demand for electricity resources. Based on analysis performed using CalEEMod software, the estimated projected electrical loads are provided in Table 5 below.

Table 5 - Estimated Proposed Electrical Demand

Connection To:	Facility	Quantity	Electricity Demand[(a)] (kWhr/yr)[(b)]
Proposed Project Site	Residential[(c)]	176 DU	696,974
	Enclosed Parking with Elevator	203 Spaces	475,832
Total Proposed Electricity Demand for Project Site			1,172,806
Existing Total Electricity Demand for Project Site [ASSUMED]			0
Net Increase in Electricity Demand for Project Site Due to Project			1,172,806

[(a)] The average projected load based on estimates from CalEEMod.

[(b)] 1 kW (kilowatt) = 1,000 Watts.

[(c)] All residential units classified as "Apartments High Rise"

A Will Serve letter request was sent to LADWP to determine if there is sufficient capacity to serve the Project. Based on the response from LADWP (see Exhibit 4), impacts related to electrical services would be less than significant.

[12] City of Los Angeles Department of Public Works, Bureau of Sanitation, Water Reclamation Plants, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=oep8lwkld_4&_afrLoop=28344654751341747#!, accessed August 13, 2019.

6.2.3.2. NATURAL GAS.

The Project will increase the demand for natural gas resources. Based on analysis performed using CalEEMod software, the estimated projected natural gas loads are provided in Table 6 below.

Table 6 - Estimated Proposed Natural Gas Demand			
Connection To:	Facility	Quantity	Natural Gas Demand[(a)] (cf/yr)
Proposed Project Site	Residential[(b)]	176 DU	1,581,072
	Enclosed Parking with Elevator	203 Spaces	0
Total Proposed Natural Gas Demand for Project Site			1,581,072
Existing Total Natural Gas Demand for Project Site [ASSUMED]			0
Net Increase in Natural Gas Demand for Project Site Due to Project			1,581,072
(a) The average projected load based on estimates from CalEEMod. 1 cf = 1.026 kBTU. [(b)]All residential units classified as "Apartments High Rise"			

A Will Serve letter request was sent to the gas company to determine if there is sufficient capacity to serve the Project. Based on the response from SoCalGas (see Exhibit 5), available capacity to serve the project exists. As such, impacts related to gas would be less than significant.

6.3. CUMULATIVE IMPACTS

There are three related projects, which consist of, but are not limited to, residential, retail, and restaurant uses. Refer to Appendix 1 for the projected demand calculations for water, wastewater, and energy uses.

6.3.1 WATER

The geographic context for the cumulative impact analysis on water supply is the LADWP service area (i.e., the City). LADWP, as a public water service provider, is required to prepare and periodically update an Urban Water Management Plan to plan and provide for water supplies to serve existing and projected demands. The 2015 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2040.

Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of Senate Bill 610 tend to be larger projects that may or may not have been included within the growth projections of the 2015 UWMP. The water supply assessment for projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed.

Furthermore, through LADWP's 2015 UWMP process and the City's Securing L.A.'s Water Supply, the City will meet all new demand for water due to projected population growth to the year of 2040, through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City of Los Angeles to reduce dependence on imported supplies. LADWP is planning to achieve these goals by expanding its water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

The total increase in demand for the Project and related projects is approximately 76,422 gallons per day. LADWP's UWMP has anticipated an approximate water demand of 576 MGD by the year 2025, which suggests that the Project combined with related projects would account for approximately 0.01% of the total daily demand.

Based on the above, it is anticipated that LADWP would be able to supply the water demands of the Project as well as future growth. Therefore, cumulative impacts on water supply would be less than significant.

6.3.2 WASTEWATER

The Proposed Project will result in the additional generation of sewer flow. However, as discussed above the Bureau of Sanitation will conduct an analysis of existing and planned capacity and will determine that adequate capacity exists to serve the Project. Related projects connecting to the same sewer system are required to obtain a sewer connection permit and submit a Sewer Capacity Availability Request to the Bureau of Sanitation as part of the related project's development review. Impact determination will be provided following the completion of the SCAR analysis. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the related project and the Bureau of Sanitation to construct the necessary improvements.

Wastewater generated by the Proposed Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plant system. As previously stated, based on information from the Bureau of Sanitation, the existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.[13] The

[13] City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019.

estimated wastewater generation of the Project and related projects (63,685 gpd) is approximately 1.4% of the allotted annual wastewater flow increase for the Hyperion Treatment Plant. It is expected that the related projects would also be required to adhere to the Bureau of Sanitation's annual wastewater flow increase allotment.

Based on these forecasts the Project's increase in wastewater generation would be adequately accommodated within the Hyperion Service Area. In addition, the City Bureau of Sanitation's analysis confirms that the Hyperion Treatment Plant has sufficient capacity and regulatory allotment for the Proposed Project. Thus, operation of the Project would have a less than significant impact on wastewater treatment facilities.

6.3.3 ENERGY

The geographic context for the cumulative analysis of electricity is LADWP's service area and the geographic context for the cumulative analysis of natural gas is SoCal Gas' service area. The geographic context for transportation energy use is the City of Los Angeles. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

Buildout of the Project, the related projects, and additional growth forecasted to occur in the City would increase electricity consumption during project construction and operation and, thus, cumulatively increase the need for energy supplies and infrastructure capacity, such as new or expanded energy facilities. LADWP forecasts that its total energy sales in the 2024-2025 fiscal year (the project buildout year) will be 23,286 gigawatt-hours (GWh) of electricity.[14] Based on the Project's estimated net new electrical consumption of 2.58 GWh/year, the project and related projects would account for approximately 0.01% of LADWP's projected sales for the Project's build-out year. Although future development would result in the irreversible use of renewable and non-renewable electricity resources during project construction and operation which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP's service area. Furthermore, like the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As described in LADWP's 2017 Power Integrated Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. LADWP

[14] LADWP, 2017 Power Integrated Resource Plan, Appendix A, Table A-1.

has indicated that the Power Integrated Resource Plan incorporates the estimated electricity requirement for the Project. The Power Integrated Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements. Development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project area. As such, the Project's contribution to cumulative impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

Buildout of the Project and related projects in SoCal Gas' service area is expected to increase natural gas consumption during project construction and operation and, thus, cumulatively increase the need for natural gas supplies and infrastructure capacity. Based on the 2018 California Gas Report, the California Energy Commission estimates natural gas capacity within SoCal Gas' planning area will be approximately 3,775 million cubic feet/day in 2024, of which approximately 1,178 million cubic feet/day is currently unallocated.[15] The Project and related projects would account for approximately 13,600 cubic feet/day of gas consumption; or significantly less than 0.01 percent of the 2024 forecasted consumption in SoCalGas's planning area. SoCalGas' forecasts consider projected population growth and development based on local and regional plans. Although future development projects would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, during project construction and operation other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity, if necessary, to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would not be cumulatively considerable and, thus, would be less than significant.

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[15] California Gas and Electric Utilities, 2018 California Gas Report, p. 103.

7. LEVEL OF SIGNIFICANCE

Based on the analysis contained in this report no significant impacts have been identified to water, wastewater, or energy infrastructure for this Project.

APPENDIX 1

Related Projects Utility Demand Calculations

Table A1 – Related Projects Water Consumption				
Building Use	**Sewage Generation (GPD)[a]**	**Units**	**Quantity**	**Total Consumption (GPD)**
Apartments[b]	180	DU	245	44,100
Retail: Less than 100,000 SF	30	KGSF	15,984	480
Restaurant: Full Service Indoor Seat[c]	36	SEAT	168	6,048
Total Estimated Proposed Water Consumption (Related Projects)			TOTAL (GPD)	50,638
Total Estimated Proposed Water Consumption (Project Site)			TOTAL (GPD)	25,794
Total Estimated Proposed Water Consumption			TOTAL (GPD)	**76,422**

(a) The average daily flow based on 120% of City of Los Angeles sewerage generation factors.
(b) Apartments assumed to be 2-bedroom
(c) 30 sf / seat used to determine seat count based on 5,050 sf proposed restaurant use-*

Table A2 – Related Projects Wastewater Generation				
Building Use	**Sewage Generation (GPD)[a]**	**Units**	**Quantity**	**Total Generation (GPD)**
Apartments[b]	150	DU	245	36,750
Retail: Less than 100,000 SF	25	KGSF	15,984	400
Restaurant: Full Service Indoor Seat[c]	30	SEAT	168	5,040
Total Estimated Proposed Wastewater Generation (Related Projects)			TOTAL (GPD)	42,190
Total Estimated Proposed Wastewater Generation (Project Site)			TOTAL (GPD)	21,495
Total Estimated Proposed Wastewater Generation			TOTAL (GPD)	**63,685**

(d) The average daily flow based on 100% of City of Los Angeles sewerage generation factors.
(e) Apartments assumed to be 2-bedroom
(f) 30 sf / seat used to determine seat count

Table A3 – Related Projects Electrical Demand			
Connection To:	Facility	Quantity	Electrical Demand[a] (kWh/yr)
Proposed Related Projects	Residential[b]	245 DU	970,220
	Retail[c]	15,984 SF	215,784
	Restaurant[d]	5,050 SF	222,907
Total Proposed Electrical Demand for Related Projects			1,408,911
Total Proposed Electrical Demand for Project Site			1,172,806
Net Increase in Electrical Demand (TOTAL)			2,581,717

(a) The average projected load based on estimates from CalEEMod.

[b]All residential units classified as "Apartments High Rise"

[c]Retail space classified as "Convenience Market (24 hour)"

[d]Restaurant space classified as "High Turnover (Sit Down Restaurant)"

Table A4 – Related Projects Natural Gas Demand			
Connection To:	Facility	Quantity	Natural Gas Demand[a] (cf/yr)
Proposed Related Projects	Residential[b]	245 DU	2,220,926
	Retail[c]	15,984 SF	25,550
	Restaurant[d]	5,050 SF	1,135,809
Total Proposed Natural Gas Demand for Related Projects			3,382,285
Total Proposed Natural Gas Demand for Project Site			1,581,072
Net Increase in Natural Gas Demand (TOTAL)			4,963,357

(a) The average projected load based on estimates from CalEEMod. 1 cf = 1.026 kBTU.

[b]All residential units classified as "Apartments High Rise"

[c]Retail space classified as "Convenience Market (24 hour)"

[d]Restaurant space classified as “High Turnover (Sit Down Restaurant)”

EXHIBITS

EXHIBIT 1

LADWP "Information of Fire Flow Availability Request" (IFFAR) Results

City of Los Angeles

Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

LAFD Fire Flow Requirement: 4000 GPM from four hydrants flowing simultaneously

Water Service Map No.: 140-207

LAFD Signature:

Date Signed:

Applicant: Dan Haefeli

Company Name: KPFF Consulting Engineers

Address: 700 South Flower St., Los Angeles, CA 90017

Telephone: 213-418-0201

Email Address: daniel.haefeli@kpff.com

	F-10862	F-15065	F-10863
Location:	Sunset Boulevard	Mohawk Street	Sunset Boulevard
Distance from Neareast Pipe Location (feet):	70 feet	30	70 feet
Hydrant Size:	4D	2 1/2 x 4D	2 1/2 x 4D
Water Main Size (in):	24"	8"	24"
Static Pressure (psi):	76	76	76
Residual Pressure (psi):	62	55	62
Flow at 20 psi (gpm):	1500	855	1500

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. W20200518003

Project Site Address: 2225 Sunset Boulevard, Los Angeles CA 90026

Please run all 6 hydrants simultaneously. See application #2 for additional hydrant numbers.

Water Purveyor: **Los Angeles Department of Water & Power**

Date: 6/3/200

Signtature: D. Strachan-DWP

Title: Civil Engineering Associate

Requests must be made by submitting this completed application, along with a $230.00 check payable to:

"Los Angeles Department of Water and Power", and mailed to:

Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
P.O. Box 51111 - Room 1425
Los Angeles, CA 90051-5700

*** If you have any questions, please contact us at (213) 367-2130 or visit our web site at http://www.ladwp.com.**

City of Los Angeles

Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

LAFD Fire Flow Requirement: 4000 GPM from four hydrants flowing simultaneously

Water Service Map No.: 140-207

LAFD Signature:

Date Signed:

Applicant: Dan Haefeli

Company Name: KPFF Consulting Engineers

Address: 700 South Flower St., Los Angeles, CA 90017

Telephone: 213-418-0201

Email Address: daniel.haefeli@kpff.com

	F-10885	F-10887	F-10851
Location:	Mohawk Street	Waterloo Street	Coronado Terrace
Distance from Neareast Pipe Location (feet):	20 feet	40 feet	100 feet
Hydrant Size:	2 1/2 x 4D	2 1/2 x 4D	2 1/2 x 4D
Water Main Size (in):	8"	6"	6"
Static Pressure (psi):	60	60	73
Residual Pressure (psi):	33	1	44
Flow at 20 psi (gpm):	1500	1050	1500

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. W20200518004

Project Site Addresses: 2225 Sunset Boulevard, Los Angeles, CA 90026

Please run all 6 hydrants simultaneously. See application #1 for additional hydrant numbers.

Water Purveyor: **Los Angeles Department of Water & Power**

Date: 6/3/2020

Signtature: D. Strachan-DWP

Title: Civil Engineering Associate

Requests must be made by submitting this completed application, along with a $215.00 check payable to:

"Los Angeles Department of Water and Power", and mailed to:

Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
P.O. Box 51111 - Room 1425
Los Angeles, CA 90051-5700

*** If you have any questions, please contact us at (213) 367-2130 or visit our web site at http://www.ladwp.com.**

EXHIBIT 2

LADWP "Service Advisory Report" (SAR) Results and Water Will Serve Letter

City of Los Angeles

Los Angeles Department of Water and Power - Water System

SAR NUMBER **87475**

Fire Service Pressure Flow Report

SERVICE NUMBER **634975**

For: **2225 SUNSET BLVD** Approved Date: **8-17-2020**

Proposed Service **6 INCH** off of the

8 inch main in **MOHAWK ST** on the **WEST** side approximately

220 feet **NORTH** of **NORTH** of **SUNSET BLVD** The System maximum pressure is

88 psi based on street curb elevation of **438** feet above sea level at this location.

The distance from the DWP street main to the property line is **18** feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	61				
425	60				
620	59				
775	58				
905	57				
1020	56				
1125	55				
1220	54				
1315	53				
1400	52				

These values are subject to change due to changes in system facilities or demands.

Meter Assembly Capacities

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
2 inch =	250 gpm
4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
10 inch =	5000 gpm

FM Services	
8 inch =	2500 gpm
10 inch =	5000 gpm

Notes: Ok to sell combo with 6-in domestic service.

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from 08-17-20. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section **CENTRAL (213) 367-1216**

DAJANI STRACHAN	DAJANI STRACHAN	140-207
Prepared by	**Approved by**	**Water Service Map**

Los Angeles Department of Water & Power

CUSTOMERS FIRST

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Susana Reyes
Susan A. Rodriguez, Secretary

Martin L. Adams, General Manager and Chief Engineer

May 26, 2020

Map No. 140-207

Mr. Dan Haefeli
KPFF
700 South Flower Street, Suite 2100
Los Angeles, California 90017

Dear Mr. Haefeli:

Subject: Water Availability - Will Serve
2225 West Sunset Boulevard
APN: 5402-031-026, Tract 3862 & Washington Heights, Block 4, Lots 4, 3, & FR 17
APN: 5402-031-023, Washington Heights Tract, Block 4, Lot 20

This is in reply to your request regarding water availability for the above-mentioned location. This property can be supplied with water from the municipal system subject to the Water System rules of the Los Angeles Department of Water and Power (LADWP). It is also subject to all conditions set by LADWP.

Should you require additional information, please contact Ms. Cynthia Taylor at (213) 367-1306. Correspondence may be addressed to:

LADWP
P.O. Box 51111, Room 1425
Los Angeles, California 90051-5700

Sincerely,

Liz Gonzalez
Manager - Business Arrangements
Water Distribution Engineering

CT:md
c: Ms. Cynthia Taylor

EXHIBIT 3

City of Los Angeles "Wastewater Services Information" Letter

Daniel Haefeli

From: Albert Lew <albert.lew@lacity.org>
Sent: Wednesday, December 9, 2020 9:53 AM
To: Daniel Haefeli
Cc: Kristen Sharer; Stephanie Lopez; Christopher DeMonbrun
Subject: Re: WWSI Request - 2225 Sunset

Daniel,

We have analyzed the conveyance system for the same pipe locations to discharge. The system may be able to accommodate the new discharge rate of 23,190 GPD for your project.

This email will serve as confirmation. Please let me know if you have any questions.

Regards,

Albert C. Lew, P.E.
Wastewater Engineering Services Division (WESD)
Bureau of Sanitation
Department of Public Works
City of Los Angeles
Phone: 323.342.6207
Fax: 323.342.6210

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On Mon, Nov 30, 2020 at 8:24 AM Albert Lew <albert.lew@lacity.org> wrote:

> Daniel,
>
> Thank you for updating us. We will review your resubmission and let you know if there are any adverse effects from the changes noted. If the changes will not impact the conveyance system in a significant way, we will reply via email stating this. I believe this should be sufficient for your needs.
>
> Regards,
> Albert

Albert C. Lew, P.E.
Wastewater Engineering Services Division (WESD)
Bureau of Sanitation
Department of Public Works
City of Los Angeles
Phone: 323.342.6207
Fax: 323.342.6210

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On Wed, Nov 25, 2020 at 5:06 PM Daniel Haefeli <daniel.haefeli@kpff.com> wrote:

Hi Albert,

I'm reaching out because the programming on the project has changed, and our updated wastewater generation has increased by 1,975 GPD. In my past experience, I understand that nominal changes may not have an impact on your analysis, however I wanted to forward this updated letter as I don't believe I'm the arbiter of what is 'nominal'.

In any case, please let me know if you have any questions or concerns.

Happy Thanksgiving!

Dan Haefeli

O 213.418.0201 D 213.418.9179
700 South Flower Street, Suite 2100
Los Angeles, CA 90017

Daniel.Haefeli@kpff.com

From: Albert Lew <albert.lew@lacity.org>
Sent: Tuesday, May 26, 2020 7:24 AM
To: Daniel Haefeli <daniel.haefeli@kpff.com>
Cc: Kristen Sharer <Kristen.Sharer@kpff.com>; Stephanie Lopez <stephanie.lopez@lacity.org>; Christopher DeMonbrun <Chris.DeMonbrun@lacity.org>
Subject: Re: WWSI Request - 2225 Sunset

Mr. Haefeli,

Please find attached the official response. A hard copy will be sent to your office when normal operations resume.

Regards,

Albert C. Lew, P.E.
Wastewater Engineering Services Division (WESD)
Bureau of Sanitation
Department of Public Works
City of Los Angeles
Phone: 323.342.6207
Fax: 323.342.6210

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On Fri, May 8, 2020 at 12:34 PM Christophe DeMonbrun <chris.demonbrun@lacity.org> wrote:

Hello Dan,

LASAN, WESD, has received your wastewater services information request. The request has been logged into our database and assigned to an engineer on our team. The engineer may need to contact you in the future if questions arise. Once all the information for the request has been received the flow will be analyzed, and an official response letter will be sent to you shortly thereafter.

Should you have any questions regarding this request, please contact Albert Lew (cc'd).

Best,

Chris

On Fri, May 8, 2020 at 8:44 AM Daniel Haefeli <daniel.haefeli@kpff.com> wrote:

Mr. Poosti,

KPFF Consulting Engineers is assisting in the preparation of environmental documentation for a project located at 2225 Sunset Boulevard, Los Angeles, CA 90026. The Project will consist of the demolition of multiple residential and commercial buildings and the construction of a new seven story, 176 dwelling unit residential building with a single subterranean parking level (203 spaces total). The project has frontage along Sunset Boulevard, Mohawk Street, and Elsinore Street and foresees the possibility of connecting to one or more of these sewer mains. According to Navigate LA, there are four existing wyes serving the existing site:

Sunset Boulevard:

- 4941001949410018A01
- 4941001949410018A03

Mohawk Street:

- 4941000649410021A07

Elsinore Street:

- 4940622449406204A10

The attached letter has additional information including anticipated breakdowns, as well as our understanding of the existing conditions.

Please don't hesitate to let us know if you have any questions. If you can provide a response no later than May 29th, that would be greatly appreciated.

Thank you,

Dan Haefeli

O 213.418.0201 D 213.418.9179
700 South Flower Street, Suite 2100
Los Angeles, CA 90017

Daniel.Haefeli@kpff.com

--

Chris DeMonbrun, MSCE, P.E.
Acting Assistant Division Manager
Wastewater Engineering Services Division - LA Sanitation
City of Los Angeles - Department of Public Works
Phone: (323) 342-1567
Fax: (323) 342-6210

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WASTEWATER ENGINEERING
SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

May 13, 2020

Mr. Daniel Haefeli, Project Manager
KPFF Consulting Engineers
700 S Flower Street, #2100
Los Angeles, CA 90017

Dear Mr. Daniel,

2225 SUNSET BOULEVARD - REQUEST FOR WASTEWATER SERVICES INFORMATION

This is in response to your May 8, 2020 letter requesting a review of your proposed residential project located at 2225 Sunset Boulevard, Los Angeles, CA 90026. The project will consist of 176 residential units. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential: Bachelor	75 GPD/ DU	68 DU	5,100
Residential:1- BDRM	110 GPD/ DU	75 DU	8,250
Residential: 2- BDRM	150 GPD/ DU	13 DU	1,950
Residential: 3- BDRM	190 GPD/ DU	20 DU	3,800

SPA/Jacuzzi	7.48 GAL/1 CU.FT	256 CU.FT	1,915
Total			**21,015**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Sunset Blvd. The sewage from the existing 8-inch line feeds into another 8-inch line on Coronado St. The sewage from the 8-inch line on Coronado St feeds into a 48-inch line on 7th St before discharging into a 45-inch sewer line on 11th St. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in some lines cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Sunset Blvd.	*	362,591 GPD
8	Coronado St.	52	502,421 GPD
30	6TH St.	*	12.12 MGD
48	7TH St.	*	23.21 MGD
45	11TH St.	25	14.96 MGD

* No gauging available

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Program (WPP) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (LID Ordinance) and as it may be subsequently amended or modified. Prior to issuance of grading or building permits, the Applicant shall submit a LID Plan to the City of Los Angeles, LA Sanitation, Watershed Protection Division (WPD), for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Additionally, construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

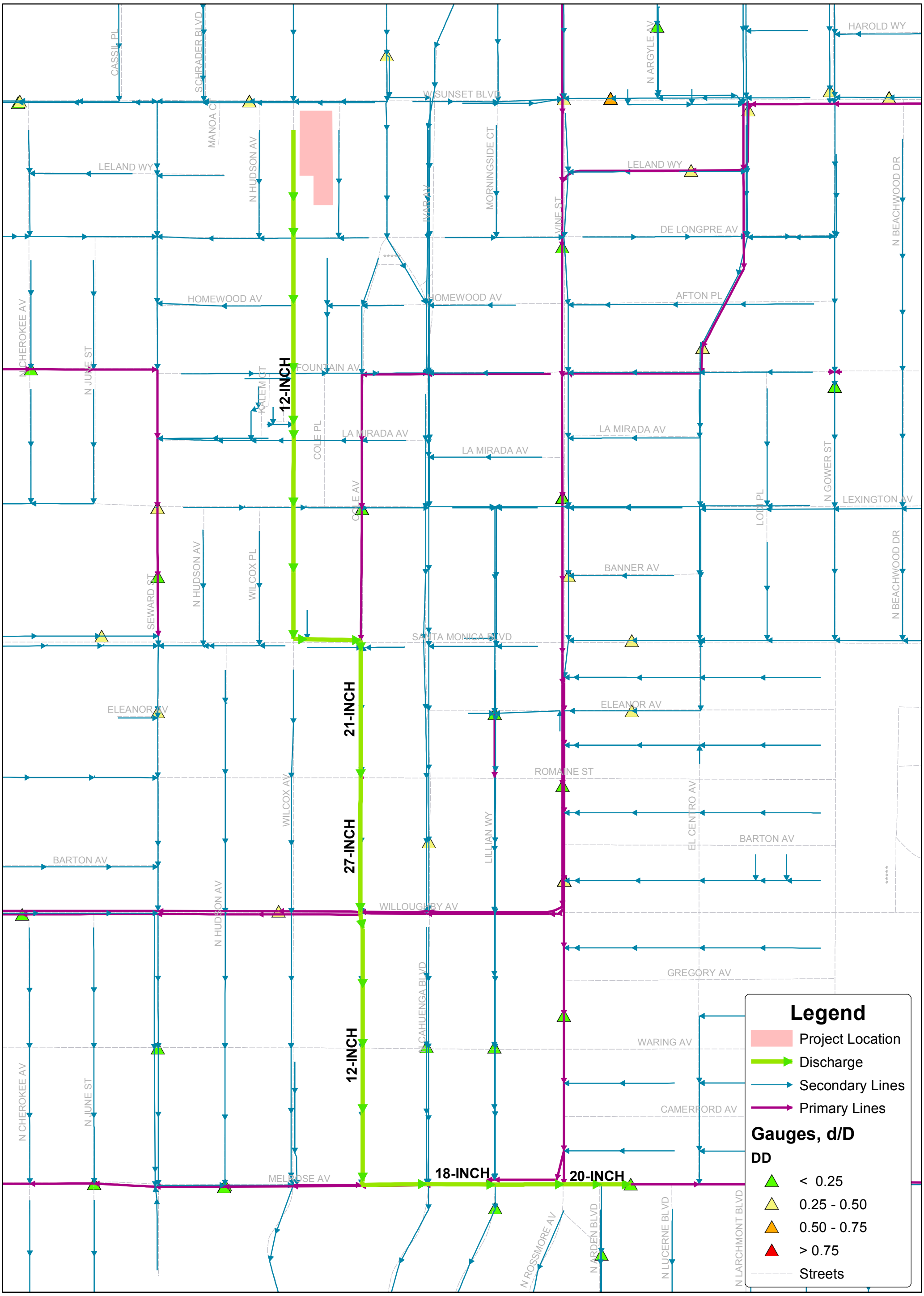
Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

AP/CD: sa

Attachment: Figure 1 - Sewer Map

c: Michael Scaduto, LASAN
Alfredo Magallanes, LASAN
Wing Tam, LASAN
Ryan Thiha, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
Sunset and Wilcox Project
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

EXHIBIT 4

LADWP Approved Power Will-Serve Letter

POWER NEW BUSINESS
DEVELOPMENT AND
TECHNOLOGY
APPLICATIONS DIVISION

SERVICE PLANNING & CUSTOMER
SUPPORT SUBSECTION

METROPOLITAN EAST SERVICE PLANNING
2633 Artesian Street, Suite 210, Los Angeles, CA 90031 (213) 367-6000 FAX: (213) 367-6027

Jeffrey T. Bergman
District Engineer

WILL SERVE

June 19, 2020

Mr. Dan Haefeli
700 South Flower Street, Suite 2100
Los Angeles, CA 90017

Dear Mr. Haefeli:

2225 Sunset Boulevard

This is in response to your letter dated June 12, 2020 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Los Angeles Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Ms. Suchita Bhandari at (213) 367-6180.

Sincerely,

Jeff Bergman

Jeffrey T. Bergman
District Engineer, Metro East Service Planning

c: Suchita Bhandari
Area 202

EXHIBIT 5

SoCal Gas Approved Will-Serve Letter

701 N. Bullis Rd.
Compton, CA 90224-9099

May 8, 2020

Kpff
700 South Flower Street Suite 2100
Los Angeles, CA 90017
Attn: Dan Haefeli

Subject: Will Serve - 2225 Sunset Blvd Los Angeles, CA 90026

`

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual arrangements are made.

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

Jason Sum

Jason Sum
Pipeline Planning Assistant
SoCalGas-Compton HQ

Table XI-1
Project Consistency with Applicable Policies of the Framework Element

Goals, Objectives, and Policies	Project Consistency
LAND USE	
Distribution of Land ***GOAL 3A*** *A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.*	
Objective 3.1 *Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.*	
Policy 3.1.1 Identify areas on the Long-Range Land Use Diagram and in the community plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.	**Consistent.** The Project includes development of 176 multi-family residential units, including 18 units for Extremely Low Income Households, at the Project Site near sources of employment, shopping, and transit and along the Sunset Boulevard corridor. The residential units would vary in size, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units.
Policy 3.1.2 Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses within the patterns of use established in the community plans as guided by the Framework Citywide Long-Range Land Use Diagram.	**Consistent.** As discussed in response to Checklist Topics XV (Public Services), XVII (Transportation), and XIX (Utilities and Service Systems), existing public infrastructure and services would be adequate to accommodate the Project.
Objective 3.2 *Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.*	
Policy 3.2.1 Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and	**Consistent.** The Project includes development of 176 multi-family residential units, including 18 units for Extremely Low Income Households, at the Project Site near concentrations of

Table XI-1
Project Consistency with Applicable Policies of the Framework Element

Goals, Objectives, and Policies	Project Consistency
character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.	employment, shopping, and transit along the Sunset Boulevard corridor and surrounding area. The Project Site is largely surrounded by mixed residential uses and as such, the Project would fit within the pattern of land use development in the area.
Policy 3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project includes development of 176 multi-family residential units, including 18 units for Extremely Low Income Households, at the Project Site in close proximity to sources of employment, shopping, and transit and along the Sunset Boulevard corridor. The residential units would vary in size, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units. Additionally, the Project would include 125 bicycle parking spaces. Further, the Project would improve the sidewalks surrounding the Project Site that would allow for better pedestrian access to the surrounding area. Thus, the Project would fit into the existing pattern of land use development in the area.
Objective 3.3 *Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.*	
Policy 3.3.1 Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 (see Chapter 2: *Growth and* Capacity), using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.	**Consistent.** As discussed in detail in response to Checklist Question XIV (a) (Population and Housing – Unplanned Population Growth), the Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City.
Policy 3.3.2 Monitor population, development, and infrastructure and service capacities within the City and	As discussed in response to Checklist Question XIV (a) (Population and Housing – Unplanned Population Growth), the

Table XI-1
Project Consistency with Applicable Policies of the Framework Element

Goals, Objectives, and Policies	Project Consistency
each community plan area, or other pertinent service area.	Project's population and housing growth would fall within the forecasted growth for the City. Thus, the Project would not represent substantial or significant unplanned growth as compared to projected growth for the City. As discussed in response to Checklist Topics XV (Public Services), XVII (Transportation), and XIX (Utilities and Service Systems), existing public infrastructure and services would be adequate to accommodate the Project.
Objective 3.4 *Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.*	
Policy 3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.	**Consistent.** The Project includes development of 176 multi-family residential units, with 18 units for Extremely Low Income Households, on a site that is identified in the SLEPEV Community Plan (Figure 1) as being located within the boundaries of the Sunset Boulevard. Echo Park Avenue Community Center. The Project Site is located near Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704.
Source: City of Los Angeles General Plan Framework Element, adopted December 11, 1996, re-adopted August 8, 2001.	

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
Residential **GOAL 1** A SAFE AND HIGH QUALITY RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE AND ETHNIC SEGMENTS OF THE PLAN AREA. ***Objective 1-1*** *Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of current and projected population to the year 2010.*	
Policy 1-1.1 Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.	**Consistent.** The Project includes development of 176 multi-family residential units, including 18 units for Extremely Low Income Households, at the Project Site. The residential units would vary in size, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units.
Policy 1-1.2 Improve the quality of existing single family and multiple family housing throughout the Plan Area.	**Consistent.** Although the Project does not include improvements to existing housing, the Project does include the development of 176 new multi-family residential units, which include 18 units for Extremely Low Income Households, thereby providing quality housing.
Policy 1-1.3 Protect existing single family residential neighborhoods from new out-of-scale development.	**Consistent.** The Project Site area includes a mix of low- to medium density single-family and multi-family residential housing, in addition to commercial uses along Sunset Boulevard. The Project includes development of a multi-family residential building with 176 units multi-family units. Further, the Project is consistent with Goal 1 and Objective 1-1 to provide a variety of housing the meet a diverse economic and socioeconomic needs of the community by including 18 units for Extremely Low Income Households and varying sizes of units, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units.

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
Policy 1-1.4 Encourage new infill residential development that complements existing development and architectural style.	**Consistent.** The Project Site area includes a mix of low- to medium density single-family and multi-family residential housing, in addition to commercial uses along Sunset Boulevard. This existing development reflects a variety of architectural styles and ages of development. The Project includes development of a multi-family residential building with 176 units. Located on a hillside, the Project Site faces three streets – Sunset Boulevard, Mohawk Street, and Elsinore Street. The design concept for the Project is inspired by the site's terrain and surrounding development. The Project's floor plates would act as extrusions out of and up from the topography. Each floor plate would be clearly defined as a continuous band of balconies or cornices that wrap around the building. The bands would have varied angles, giving movement and liveliness to the overall design. At the upper levels, the floor plates would step back to enhance the variation of the façade, further mimicking the slope of the site. A roof deck facing Elsinore Street further would step the building massing down to three stories, so the building blends in with the scale of the neighborhood. Along Sunset Boulevard, a courtyard at the third floor would break up the building's façade to reduce the Project's scale, while providing visual interest and a place for residents to engage with the street below and the community beyond. The live/work units located along the first floor would engage the street with public entrances, which would create transparency and activity at the pedestrian level.

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
	The materiality of the building is influenced by the surrounding context, which is fairly eclectic and a little bohemian. Natural materials and colors would bring warmth to the façades, while large windows and balcony doors would create openness and connections to the city. Corrugated metal stair towers and metal mesh railings in various shades of gray would balance the warmth of the wood and plaster that wraps around the building. Thus, the Project would complement the existing development and architectural style of the surrounding area.
Policy 1-1.5 Protect existing stable single family and low-density multiple family residential neighborhoods from encroachment by higher density residential and other incompatible uses.	**Consistent.** The Project Site area includes a mix of low- to medium density single-family and multi-family residential housing, in addition to commercial uses along Sunset Boulevard. The Project includes development of a multi-family residential building with 176 multi-family units at. Further, the Project is consistent with Goal 1 and Objective 1-1 to provide a variety of housing the meet a diverse economic and socioeconomic needs of the community by including 18 units for Extremely Low Income Households and varying sizes of units, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units.
Policy 1-1.6 Promote the preservation of existing single and multiple family neighborhoods.	**Consistent.** The Project Site is primarily surrounded by a mix of single-family and multi-family residential uses. With the exception of two out of six parcels (that are not currently developed), the Project Site is developed with two commercial buildings, four single-family houses, one duplex, and four ancillary structures/residences. None of the structures/residences are occupied or

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
	are in current use. All of the structures/residences are in various states of dilapidation. The Project includes development of 176 multi-family residential units, including 18 units for Extremely Low Income Households, at the Project Site. The residential units would vary in size, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units. Thus, the Project would add to the mixed residential neighborhood.
Policy 1-1.7 Promote the unique quality and functionality of the Community Plan Area's mixed single and multiple family residential neighborhoods by encouraging infill development that continues to offer a variety of housing opportunities that capitalize on the eclectic character and architectural styles of existing development	**Consistent.** The Project Site is primarily surrounded by a mix of single-family and multi-family residential uses. With the exception of two out of six parcels (that are not currently developed), the Project Site is developed with two commercial buildings, four single-family houses, one duplex, and four ancillary structures/residences. None of the structures/residences are occupied or are in current use. All of the structures/residences are in various states of dilapidation. The Project includes development of 176 multi-family residential units, including 18 units for Extremely Low Income Households, at the Project Site. The residential units would vary in size, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units.
Objective 1-2 *Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services and facilities.*	
Policy 1-2.1 Locate higher residential densities near commercial centers and major	**Consistent.** The Project includes development of 176 multi-family

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
bus routes where public service facilities, utilities and topography will accommodate this development.	residential units, with 18 units for Extremely Low Income Households, on a site that is identified in the SLEPEV Community Plan (Figure 1) as being located within the boundaries of the Alvarado Street/Sunset Boulevard Community Center. The Project Site is located near Metro lines 2, 4, and 92, express and Rapid routes 200, 302, 603, and 704. As discussed in response to Checklist Topic XV (Public Services) and Checklist Topic XIX (Utilities and Service Systems), the Project would be served by existing public and utility services. Additionally, as noted in the Preliminary Geotechnical Investigation Report (refer to Appendix F), the Project Site can accommodate the Project development.
Objective 1-3 *Preserve and enhance the varied and distinct character and integrity of existing single and multiple family neighborhoods.*	
Policy 1-3.1 Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.	**Consistent.** The Project Site area includes a mix of low- to medium density single-family and multi-family residential housing, in addition to commercial uses along Sunset Boulevard. This existing development reflects a variety of architectural styles and ages of development. The Project includes development of a multi-family residential building with 176 units. Located on a hillside, the Project Site faces three streets – Sunset Boulevard, Mohawk Street, and Elsinore Street. The design concept for the Project is inspired by the site's terrain and surrounding development. The Project's floor plates would act as extrusions out of and up from the topography. Each floor plate would be clearly defined as a continuous band of balconies or cornices that wrap around the building. The bands would have varied angles, giving movement

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Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
	and liveliness to the overall design. At the upper levels, the floor plates would step back to enhance the variation of the façade, further mimicking the slope of the site. A roof deck facing Elsinore Street further would step the building massing down to three stories, so the building blends in with the scale of the neighborhood. Along Sunset Boulevard, a courtyard at the third floor would break up the building's façade to reduce the Project's scale, while providing visual interest and a place for residents to engage with the street below and the community beyond. The live/work units located along the first floor would engage the street with public entrances, which would create transparency and activity at the pedestrian level. The materiality of the building is influenced by the surrounding context, which is fairly eclectic and a little bohemian. Natural materials and colors would bring warmth to the façades, while large windows and balcony doors would create openness and connections to the city. Corrugated metal stair towers and metal mesh railings in various shades of gray would balance the warmth of the wood and plaster that wraps around the building. The architecture and landscaping of the proposed building would be consistent with the varied architecture and landscaping of the Project Site area.
Objective 1-4 *Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background.*	
Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing.	**Consistent.** The Project includes development of 176 multi-family residential units, including 18 units for

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
	Extremely Low Income Households, at the Project Site. The residential units would vary in size, including 63 studio units, 75 1-bedroom units, 13 2-bedroom units, 2 4-bedroom units, 18 5-bedroom units, and 5 live/work units.
Objective 1-5 *Preserve and enhance neighborhoods with distinctive and significant historic or architectural character.*	
Policy 1-5.1 Protect and enhance the historic and architectural legacy of the Plan area's neighborhoods.	**Consistent.** As discussed in response to Checklist Question V(a) (Cultural Resources – Historic Resources), the Project would not significantly affect any historic resources in the area. The Project Site is not located within a historic district. Located on a hillside, the Project Site faces three streets – Sunset Boulevard, Mohawk Street, and Elsinore Street. The design concept for the Project is inspired by the site's terrain and surrounding development. The Project's floor plates would act as extrusions out of and up from the topography. Each floor plate would be clearly defined as a continuous band of balconies or cornices that wrap around the building. The bands would have varied angles, giving movement and liveliness to the overall design. At the upper levels, the floor plates would step back to enhance the variation of the façade, further mimicking the slope of the site. A roof deck facing Elsinore Street further would step the building massing down to three stories, so the building blends in with the scale of the neighborhood. Along Sunset Boulevard, a courtyard at the third floor would break up the building's façade to reduce the Project's scale, while providing visual interest and a place for residents to engage with the street below and the community beyond. The live/work units

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Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
	located along the first floor would engage the street with public entrances, which would create transparency and activity at the pedestrian level. The materiality of the building is influenced by the surrounding context, which is fairly eclectic and a little bohemian. Natural materials and colors would bring warmth to the façades, while large windows and balcony doors would create openness and connections to the city. Corrugated metal stair towers and metal mesh railings in various shades of gray would balance the warmth of the wood and plaster that wraps around the building. Thus, the Project's architecture and design would be consistent with the varied architecture and design of the existing development surrounding the Project Site and would protect the historic and architectural legacy of the Project Site area.
Objective 1-6 *Limit the density of residential development in hillside areas to that which can reasonably be accommodated by infrastructure and natural topography.*	
Policy 1-6.1 Limit development according to the adequacy of the existing and assured street circulation system within the Plan area and surrounding areas.	**Consistent.** As discussed in response to Checklist Question XVII(b), the Project would not result in any significant VMT impacts. The Project's vehicular access would be from Mohawk Street near Sunset Boulevard. The majority of Project traffic would travel along Sunset Boulevard and would not travel along hillside roadways.
Policy 1-6.2 Ensure the availability of adequate sewers, drainage facilities, fire protection services and facilities and other public utilities to support development within hillside areas.	**Consistent.** As discussed in response to Checklist Topic XV (Public Services) and Checklist Topic XIX (Utilities and Service Systems), the Project would be served by existing public and utility services.

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Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
Policy 1-6.3 Consider the steepness of the topography and suitability of the geology in any proposal for development within the Plan area.	**Consistent.** As noted in the Preliminary Geotechnical Investigation Report (refer to Appendix F), the Project Site can accommodate the Project development.
Policy 1-6.4 Ensure that any proposed development be designed to enhance and be compatible with adjacent development.	**Consistent.** The Project Site area includes a mix of low- to medium density single-family and multi-family residential housing, in addition to commercial uses along Sunset Boulevard. This existing development reflects a variety of architectural styles and ages of development. The Project includes development of a multi-family residential building with 176 units. The design concept for the Project is inspired by the site's terrain and surrounding development. The Project's floor plates would act as extrusions out of and up from the topography. Each floor plate would be clearly defined as a continuous band of balconies or cornices that wrap around the building. The bands would have varied angles, giving movement and liveliness to the overall design. At the upper levels, the floor plates would step back to enhance the variation of the façade, further mimicking the slope of the site. A roof deck facing Elsinore Street further would step the building massing down to three stories, so the building blends in with the scale of the neighborhood. Along Sunset Boulevard, a courtyard at the third floor would break up the building's façade to reduce the Project's scale, while providing visual interest and a place for residents to engage with the street below and the community beyond. The live/work units located along the first floor would engage the street with public entrances, which would create transparency and activity at the pedestrian level.

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Polices	Consistency Discussion
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Recreational and Park Facilities	
GOAL 4 ADEQUATE RECREATION AND PARK FACILITIES WHICH MEET THE NEEDS OF THE RESIDENTS IN THE PLAN AREA AND CREATE LINKS TO EXISTING FACILITIES TO EXPAND RECREATIONAL OPPORTUNITIES CITYWIDE.	
Objective 4-1 *To conserve, maintain and better use existing recreation and park facilities.*	
Policy 4-1.1 Preserve the existing recreational facilities and park space.	**Consistent.** The Project would not affect any existing recreational facilities or park space.
Policy 4-1.2 Preserve and encourage acquisition, development and funding of new recreational facilities and park space with the goal of creating greenways and trail systems.	**Consistent.** As discussed in response to Checklist Question XV(d) (Public Services – Parks), in accordance with Ordinance 184,505, the Applicant shall be required to dedicate land or to pay a fee for the purpose of developing park and recreational facilities to mitigate the Project's demand for parks and recreational facilities.

Table XI-2
Project Consistency with the SLEPEV Community Plan

Polices	Consistency Discussion
Police Protection	
GOAL 8 A COMMUNITY WITH ADEQUATE POLICE FACILITIES AND SERVICES TO PROTECT THE COMMUNITY'S RESIDENTS FROM CRIMINAL ACTIVITY, REDUCE THE INCIDENCE OF CRIME AND PROVIDE OTHER NECESSARY LAW ENFORCEMENT SERVICES.	
Objective 8-1 *To provide adequate police facilities and personnel to correspond with population and service demands.*	
Policy 8-1.1 Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**Consistent.** As part of preparation of this SCEA, the LAPD was contacted to assess the Project's potential to impact LAPD services. In response, the LAPD commented that the Project would have a minor impact on police services. (Refer to Appendix I.)
Source: City of Los Angeles, Silver Lake-Echo Park-Elysian Valley Community Plan Update, August 11, 2004.	