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

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

1024 Mateo Project

Case Number: ENV-2016-4555-SCEA

Project Location: 1000, 1016, 1026 South Mateo Street; 2006, 2010, 2016, 2018 East Bay Street; 2001, 2007, 2011, 2015, 2019, 2023 East Sacramento Street, Los Angeles, CA 90021

Community Plan Area: Central City North

Council District: 14

Project Description: The Project includes the demolition of the surface parking lot and the 16,960 square-foot maintenance service building; and the construction, use and maintenance of a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. Of the 106 units, 9 units would be set aside for Very Low Income Households. The proposed building would be eight stories tall and approximately 127 feet in height with a floor area ratio of 4.57:1. The Project would provide 402 vehicular parking spaces within a parking garage consisting of one subterranean, one at-grade and second floor levels. Vehicular access to the subterranean level will be provided via an ingress and egress driveway along Bay Street, and access to the ground level parking will be provided via an ingress and egress driveway along Sacramento Street. A third driveway will be provided along the easterly property line on Sacramento Street for the trash and loading area. A total of 145 bicycle parking stalls, including 33 short-term and 112 long-term stalls, would be provided at the ground level. The Project would provide 24,020 square feet of usable open space within an outdoor courtyard, a rooftop deck, a recreation room and balconies. The Project requires approximately 39,985 cubic yards of export and removal of six trees including three on-site trees and three street trees along Mateo Street. The Project Site has a land use designation of Heavy Manufacturing and is currently zoned M3-1-RIO (Heavy Industrial, River Improvement Overlay).

PREPARED FOR:	PREPARED BY:	APPLICANT:
City of Los Angeles Department of City Planning	CAJA Environmental Services 15350 Sherman Way, Suite 315 Van Nuys, CA 91406	Dart Partners LLC / Mateo Arts LLC 20501 Ventura Blvd., Suite 295 Woodland Hills, CA 91364

August 20, 2020

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APPENDICES

1 INTRODUCTION

An application for the proposed 1024 Mateo Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA).

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 tool is the Sustainable Communities Environmental Assessment (SCEA).

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the County of Los Angeles, along with the Counties of Imperial, San Bernardino, Riverside, Orange, and Ventura. On April 7, 2016, SCAG's Regional Council adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS). For the SCAG region, CARB has set GHG emissions reduction targets at eight percent below 2005 per capita emissions levels by 2020, and 13 percent below 2005 per capita emissions levels by 2035. The 2016-2040 RTP/SCS outlines strategies to meet or exceed the targets set by CARB.[1] On June 28, 2016, the Executive Officer of CARB accepted SCAG's determination that the 2016-2040 RTP/SCS would achieve CARB's 2020 and 2035 GHG emission reduction targets.

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.

1.1 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 2016-2040 RTP/SCS;

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1 *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, Introduction, April 7, 2016. http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx*

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.

1.2 SCEA PROCESS AND STREAMLINING PROVISIONS

Qualifying TPPs that have incorporated all feasible mitigation measures and performance standards, or criteria set forth in the prior applicable EIR (e.g., SCAG's 2016-2040 RTP/SCS Program EIR) 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.[2]

    Note: All relevant and applicable 2016-2040 RTP/SCS Program EIR mitigation measures 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.

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2 *"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.*

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.

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

1.3 REQUIRED FINDINGS

Based on the information contained in Section 2 (Project Description), Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis), Section 4 (2016-2040 RTP/SCS Project EIR Mitigation Measures), and Section 5 (Initial Study/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. The findings listed below are detailed and supported in the above mentioned sections:

- 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 prepared by SCAG, which is the metropolitan planning organization 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 would, if implemented, achieve the greenhouse gas emission reduction targets.

- The Project qualifies as a TPP 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 relevant and applicable 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 SCAG's 2016-2040 RTP/SCS Program EIR;

- 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 (Initial Study/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.

1.4 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 characteristics.

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

Section 5. Initial Study/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.

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

2 PROJECT DESCRIPTION

Introduction

The Project will develop the Project Site with a single 257,287 square-foot mixed-use building containing a total of 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square-feet of office space. The proposed building would be eight stories tall and approximately 127 feet in height with a Floor Area Ratio (FAR) of 4.57:1.

Environmental Setting

The 1.42-acre Project Site is located in the urbanized area of Downtown Los Angeles in the City of Los Angeles, and it is in close proximity to nearby existing utilities, infrastructure, roads and freeways, as well as public transit options. The Project Site is located at 1000-1026 Mateo Street, 2001-2023 East Sacramento Street, and 2006-2018 East Bay Street. The Site is bound by Bay Street to the north, Sacramento Street to the south, and Mateo Street to the west. Just east of the Project Site is an adjacent light industrial use building. The Los Angeles River is approximately 2,100 feet to the east of the Project Site. The Project Site is located within a variety of planning and service jurisdictional areas, including the following:

- City of Los Angeles Central City North Community Plan
- City of Los Angeles Community Redevelopment Agency Central Industrial Redevelopment Project Area
- City of Los Angeles Transit Priority Area pursuant to Senate Bill (SB) 743 (Properties located within one-half mile of a major transit stop that is existing or planned. Section 21064.3 of the Public Resources Code 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.)
- SCAG High Quality Transit Area pursuant to Southern California Association of Governments (SCAG) (Areas considered to be generally walkable and are located within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours, consistent with a “major transit stop” as defined by Section 21064.3 of the Public Resources Code.)
- Los Angeles City Council District 14 (Councilmember Huizar)
- Downtown Los Angeles Neighborhood Council
- River Improvement Overlay (RIO) District
- Los Angeles County Department of Public Health Service Planning Area

Regional vehicular access to the Project Site is provided by the U.S. 101 (Hollywood) Freeway, located less than 1.0 mile to the east; the I-10 (Santa Monica) Freeway, located approximately 0.2 miles to the south; U.S. 101 Freeway, located approximately one mile to the north and east of the Project Site; and State Route 110/I-110 (Pasadena/Harbor) Freeway, located approximately 2.0 miles to the west.

Existing utilities are readily available at the Project Site. Water and electricity are provided by the Los Angeles Department of Water and Power (LADWP). Cable television is provided by Spectrum (formerly Time Warner Cable). Telephone and internet service are readily available from a variety of providers. The Project Site is further served by the City's existing network of sewer and storm drain facilities. Gas is provided by Southern California Gas Company. A map showing the Project Site in its regional and local context is included as Figure 2-1.

The Project Site has a land use designation of Heavy Manufacturing and is currently zoned M3-1-RIO (Heavy Industrial, River Improvement Overlay). The M3-1 Zone permits any industrial uses and any enclosed commercial uses. Residential uses are prohibited, except for a dwelling when constructed as an accessory use for a caretaker or watchman. As a result, the Project requires the following entitlements: a General Plan Amendment, a Vesting Zone Change and Height District Change, a Density Bonus, Site Plan Review, and a Vesting Tentative Tract Map. In addition, the Project shall comply with the standards of the River Improvement Overlay (RIO).

The Project Site is currently developed with a surface parking lot and a 16,960 square-foot maintenance service building, which was formerly operated by the Los Angeles County Metropolitan Transit Authority (Metro) and was used as a service center for transit buses. A month-to-month tenant currently utilizes the existing building for general office uses. Additionally, there are six trees on the Project Site, three of which are located on the 2023 East. Sacramento Street side of the Site and three others fronting Mateo Street in the public right-of-way. All six trees will be removed as part of the Project.

Surrounding Properties

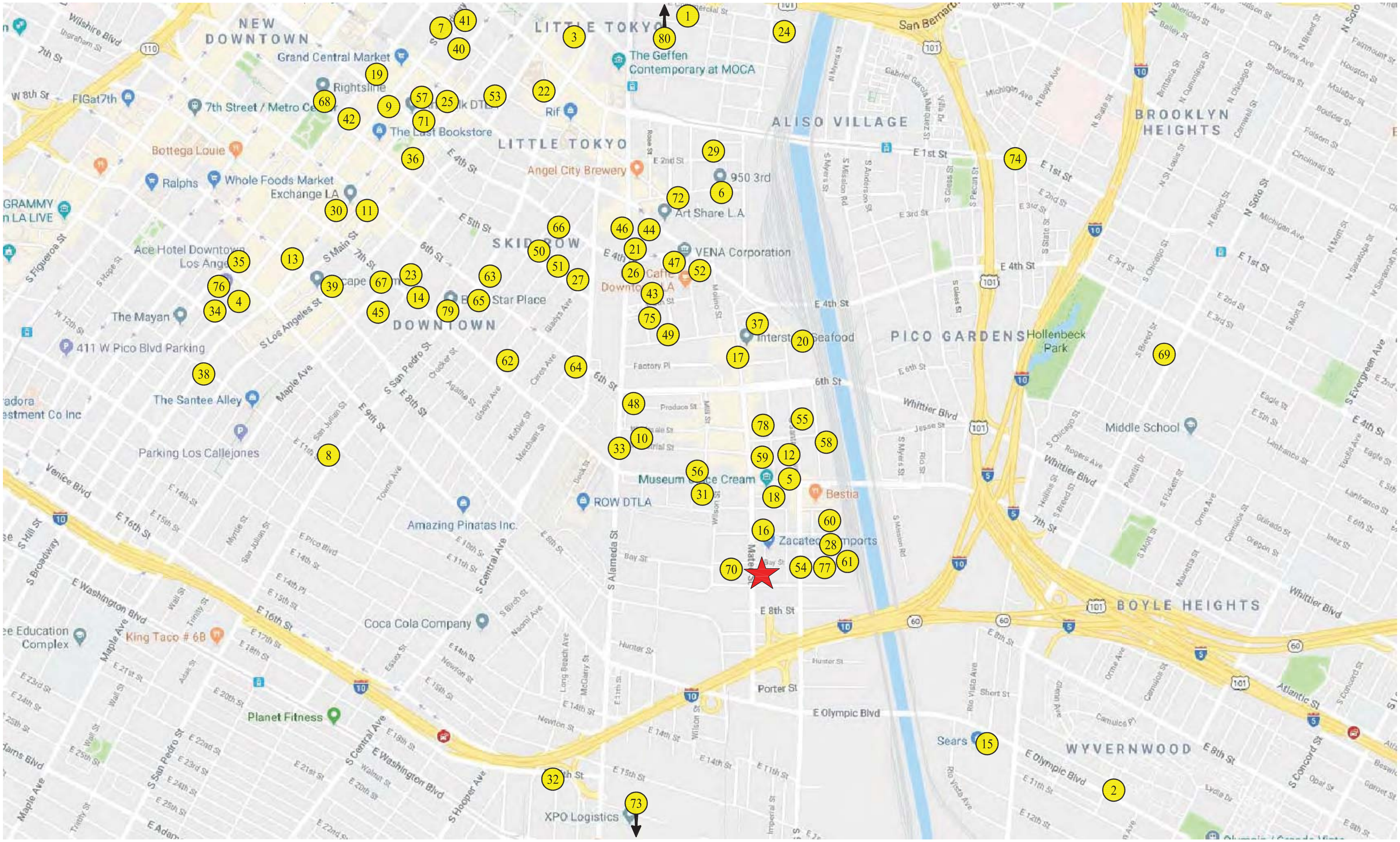
Adjacent properties are improved with structures containing a variety of commercial and manufacturing uses, including textiles, light manufacturing, industrial, office, and general warehouse uses. Most structures range from one to three stories in overall height. The properties located in proximity to the Project Site to the north, south, east, and west (across Mateo Street), like the Project Site have a land use designation of Heavy Manufacturing and are zoned M3-1-RIO. A vicinity map and regional location map are included as **Figure 2-1 and Figure 2-2, below**.

Legend

Project Site

Figure 2-1
Project Vicinity Map

Source: Google Maps 2019.



Legend

MAP SOURCE: GOOGLE MAPS

PROJECT SITE

RELATED PROJECT

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NOT TO SCALE

Figure 2-2

Related Projects Location Map

Source: Linscott, Law & Greenspan, Engineers, 2019.

Surrounding Transit Services

Public bus and rail transit service is available within the area of the Project Site with regular service intervals of 15 minutes during the peak hours. In particular, public bus transit service in the immediate vicinity of the Project Site is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) bus lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit and the Los Angeles Department of Transportation (LADOT) DASH Transit Service. Specifically, Metro Lines 18, 53, 60, 62, 66, Metro Rapid 720, and Metro Rapid 760 have stops near the Project Site. Metro Line Rapid 760 has a stop at the intersection of 7th and Alameda Street, approximately 2,375 feet northwest of the Project Site. Metro Lines 18, 60, 62, and Metro Rapid 720 have stops closest to the Project Site at the intersection of 7th Street and Decatur Street, approximately 1,400 feet (0.625 miles) northwest of the Project Site.

Metro Rail transit service is provided by connection to the nearby Metro Rail B/D Lines and the Metro Rail A Line. Metro Bus Lines 18, 62, and Rapid 720 provide connections to the Metro Rail D Line at the Pershing Square Station, which itself provides regional access. The Metro Rail A Line has a station stop at the intersection of Washington Boulevard and Long Beach Avenue, approximately 4,900 feet (0.9 miles) southwest of the Project Site and can also be accessed by the Metro 60 bus line.

It should be noted that these above lines also provide connections with the City of Montebello and Gardena transit services, which are several miles to the east of the Project Site.

Related Projects

In this SCEA, cumulative impact analyses are provided for each environmental issue discussed in Section 5 (Initial Study/Sustainable Communities Environmental Impact Assessment) and can be found in each respective subsection of Section 5.[1] **Table 2-1, Related Projects,** lists 80 reasonably foreseeable related projects within a 1.5-mile radius of the Project Site that were considered in the cumulative impact analyses. This list was prepared based on information obtained from LADOT and the Department of City Planning.

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1 *Pursuant to Public Resources Code Section 21155.2(b)(1), the SCEA is required to identify all significant or potentially significant impacts of a TPP through the preparation of an initial study, other than growth inducing impacts or specific or cumulative impacts from cars and light-duty trucks trips consistent with Section 21159.28, based on substantial evidence in light of the whole record. The Initial Study Checklist for the Project is attached hereto in Section 4 of this SCEA. Additionally, the SCEA is required to identify any cumulative effects that have been adequately addressed and mitigated in prior applicable certified EIRs.*

Table 2-1
Related Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
1	Under Construction	454 E. Commercial Street	Bus Facility	2 ACRES
2	Proposed	2901 E. Olympic Boulevard	Apartments Shopping Center Day Care Center Office Medical-Dental Office Library Community Room Passive Open Space Active Open Space	4,400 DU 135-185 KSF 15 KSF 75-125 KSF 25 KSF 15 KSF 10 KSF 6 Acres 4 Acres
3	Under Construction	150 N. Los Angeles Street	Office Retail Child Care Center	712,500 GSF 35,000 GSF 2,500 GSF
4	Under Construction	928 S. Broadway	Apartments Live-Work Apartments Retail	667 DU 17 GSF 58,700 GSF
5	Proposed	2053 E. 7th Street	Hotel	53,350 GSF
6	Under Construction	950 E. 3rd Street	Apartments Retail School	635 DU 30,062 GSF 532 Students
7	Proposed	201 S. Broadway	Retail/Restaurant	27,765 GSF
8	Proposed	1041 -1057 S. San Pedro Street	Apartments Condominiums Shopping Center Cinema Office Hotel	877 DU 68 DU 224,862 GSF 744 Seats 549,141 GSF 210 Rooms
9	Under Construction	400 S. Broadway	Apartments Retail Bar	450 DU 6,904 GSF 5,000 GSF
10	Proposed	1525 E. Industrial Street	Apartments Creative Office Retail Restaurant	328 DU 27,300 GSF 6,400 GSF 5,700 GSF
11	Proposed	601 S. Main Street	Condominiums Retail	452 DU 25,000 GSF
12	Under Construction	2051 E. 7th Street 695 S. Santa Fe Avenue	Apartments Retail Restaurant	320 DU 15,000 GSF 5,000 GSF
13	Under Construction	737 – 755 S. Spring Street	Apartments Pharmacy/Drugstore	320 DU 25,000 GSF
14	Proposed	401 E. 7th Street	Affordable Housing	99 DU

Table 2-1
Related Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
15	Proposed	2650 E. Olympic Boulevard	Apartments Retail High-Turnover Restaurant Office	1,000 DU 34,000 GSF 46,000 GSF 230,000 GSF
16	Proposed	826 S. Mateo Street	Live-Work Condominiums Retail Restaurant	90 DU 11,000 GSF 5,600 GSF
17	Under Construction	555 S. Mateo Street	Retail	153,000 GSF
18	Under Construction	2030 E. 7th Street	Office Retail	243,000 GSF 40,000 GSF
19	Proposed	340 S. Hill Street	Apartments Affordable Housing Office Quality Restaurant	406 DU 22 DU 2,980 GSF 2,630 GSF
20	Proposed	540 S. Santa Fe Avenue	Office	89,825 GSF
21	Proposed	360 S. Alameda Street	Apartments Restaurant Creative Office	52 DU 2,400 GSF 6,900 GSF
22	Under Construction	118 S. Astronaut E.S. Onizuka Street	Apartments	77 DU
23	Under Construction	649 S. Wall Street	Medical Office Assisted Living	66 Employees 55 Beds
24	Proposed	410 N. Center Street	Office	110,000 GSF
25	Proposed	300-306 S. Main Street	Apartments High-Turnover Restaurant Retail	471 DU 27,780 GSF 5,190 GSF
26	Proposed	400 S. Alameda Street	Hotel Restaurant Specialty Retail	66 Rooms 2,130 GSF 840 GSF
27	Proposed	719 E. 5th Street	Apartments Retail	160 DU 7,500 GSF
28	Proposed	2130 E. Violet Street	Office Retail Restaurant	94,000 GSF 3,500 GSF 4,000 GSF
29	Approved	929 E. 2nd Street	Retail Private Retail Private Event Space Private Drinking Space Private Office Private Health Club Private Movie Theater	36,955 GSF 1,024 GSF 8,157 GSF 10,784 GSF 45,759 GSF 6,378 GSF 49 Seats
30	Proposed	633 S. Spring Street	Hotel Quality Restaurant	176 Rooms 8,430 GSF

Table 2-1
Related Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
			Bar/Lounge Conference Space	5,290 GSF 1,200 GSF
31	Proposed	1800 E. 7th Street	Apartment Retail Restaurant	122 DU 3,245 GSF 4,605 GSF
32	Proposed	1722 E. 16th Street	Restaurant	8,515 GSF
33	Proposed	668 S. Alameda Street 1562 Industrial Street	Live-Work Apartments Live-Work Office Specialty Retail Office Restaurant Supermarket	475 DU 25,200 GSF 17,500 GSF 7,900 GSF 16,300 GSF 15,300 GSF
34	Approved	955 S. Broadway	Apartments Retail	201 DU 6,000 GSF
35	Proposed	850 S. Hill Street	Apartments Retail Restaurant	305 DU 3,499 GSF 3,500 GSF
36	Proposed	433 S. Main Street	Condominiums Retail Coffee Shop	196 DU 5,300 GSF 900 GSF
37	Proposed	520 S. Mateo Street	Apartments Office Retail Restaurant Museum	600 DU 110,000 GLSF 15,000 GSF 15,000 GSF 10,000 GSF
38	Proposed	1100 S. Main Street	Apartments Retail	379 DU 25,810 GSF
39	Proposed	755 S. Los Angeles Street	Retail Office Quality Restaurant	16,694 GSF 60,243 GSF 26,959 GSF
40	Under Construction	222 W. 2nd Street	Apartments Office Retail	107 DU 534,044 GSF 7,200 GSF
41	Proposed	100 S. Broadway	Apartments Office Supermarket Quality Restaurant High-Turnover Restaurant	1,127 DU 285,088 GSF 50,000 GSF 22,200 GSF 53,389 GSF
42	Proposed	333 W. 5th Street	Condominiums Hotel Restaurant/Bar Meeting Space	100 DU 200 Rooms 27,500 GSF 4,500 GSF
43	Proposed	1101-1129 E. 5th Street 445 S. Colyton Street	Apartments Retail Restaurants Hotel Art Gallery Art School	129 DU 26,979 GSF 31,719 GSF 113 Rooms 10,341 GSF 2,340 GSF
44	Proposed	330 S. Alameda Street	Apartments Retail Creative Office	186 DU 11,925 GSF 10,415 GSF
45	Proposed	709-755 S. Wall Street	Office	53,200 GSF

Table 2-1
Related Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
			Apartments Retail High-Turnover Restaurant Event Space	323 DU 4,400 GSF 4,420 GSF 125 Persons
46	Proposed	333 S. Alameda	Apartments Retail	994 DU 99,000 GSF
47	Proposed	401-405 S. Hewitt Street	Office Retail Restaurant	255,514 GSF 4,970 GSF 9,936 GSF
48	Proposed	1206-1278 E. 6th Street 640 S. Alameda Street	Apartments Hotel Condominiums Quality Restaurant High-Turnover Restaurant Retail Office Art Museum School	1,305 DU 412 Rooms 431 DU 22,639 GSF 22,639 GSF 82,332 GSF 253,514 GSF 22,429 GSF 300 Students
49	Proposed	527 S. Colyton Street	Apartments Affordable Housing Retail Production Space	275 DU 35 DU 11,375 GSF 11,736 GSF
50	Proposed	609 E. 5th Street	Apartments	151 DU
51	Proposed	713 E. 5th Street	Apartments	51 DU
52	Proposed	940 E. 4th Street	Apartments Office Retail	93 DU 6,000 GSF 14,248 GSF
53	Under Construction	237-249 S. Los Angeles Street	Sports Complex	43,453 GSF
54	Under Construction	1000 S. Santa Fe Avenue	Market Health Club Restaurant	14,193 GSF 6,793 GSF 10,065 GSF
55	Proposed	640 S. Santa Fe Avenue	Office Retail Restaurant	91,185 GSF 9,430 GSF 6,550 GSF
56	Under Construction	1745 E. 7th Street	Apartments Retail	57 DU 6,000 GSF
57	Proposed	361 S. Spring Street	Hotel Meeting Space	315 Rooms 2,000 GSF
58	Proposed	670 S. Mesquite Street	Apartments Hotel Retail Restaurant Event Space Gym Grocery Creative Office	308 DU 236 Rooms 79,240 GSF 89,576 GSF 93,617 GSF 62,148 GSF 56,912 GSF 944,055 GSF

Table 2-1
Related Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
59	Proposed	676 S. Mateo Street	Live-Work Apartments Live-Work Office Restaurant Retail	185 DU 3,900 GSF 15,005 GSF 8,375 GSF
60	Proposed	2117 – 2143 E. Violet Street	Apartments Arts & Production Retail Office	320 DU 5,519 GSF 46,670 GSF 224,292 GSF
61	Proposed	2159 E. Bay Street	Office Retail	203,670 GSF 18,330 GSF
62	Proposed	656 S. Stanford Avenue	Apartments	82 DU
63	Approved	554 S. San Pedro Street	Affordable Housing Retail Apartments Office Flexible Space	378 DU 1,758 GSF 4 GSF 4,410 GSF 5,932 GSF
64	Proposed	930 E. 6th Street	Apartments Retail	236 DU 12,000 GSF
65	Proposed	600 S. San Pedro Street	Affordable Housing Apartments Office Commercial	298 DU 5 DU 16,773 GSF 3,136 GSF
66	Proposed	508 E. 4th St5reet	Apartments	41 DU
67	Proposed	701-717 S. Maple Avenue	Apartments Retail Restaurant	452 DU 6,801 GSF 6,802 GSF
68	Under Construction	437 W. 5th Street	Condominiums Restaurant	660 DU 13,742 GSF
69	Proposed	443 S. Soto Street	Charter School (K-5)	625 Students
70	Proposed	1005 S. Mateo Street	Industrial Park	94,849 GSF
71	Under Construction	354 S. Spring Street	Apartments	212 DU
72	Under Construction	810 E. 3rd Street	Live-Work Apartments Drinking Place Quality Restaurant High Turnover Restaurant Retail	4 DU 3,047 GSF 285 GSF 209 GSF 6,171 GSF
73	Proposed	2001 E. Washington Boulevard	Industrial	187,000 GSF
74	Proposed	100 S. Boyle Avenue	Affordable Housing Managers Unit Retail	43 DU 1 DU 8,000 GSF
75	Proposed	1100 E. 5th Street	Live-Work Apartments Live-Work Office Office Restaurant	220 DU 4,350 GSF 15,671 GSF 19,609 GSF

Table 2-1
Related Projects List

Map No.	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land Use	Size
			Retail	9,250 GSF
76	Proposed	920 S. Hill Street	Apartments Retail	239 DU 5,400 GSF
77	Proposed	2110 Bay Street	Apartments Commercial Creative Office	110 DU 43,657 GSF 113,350 GSF
78	Proposed	641 Imperial Street	Live-Work Apartments Office	140 DU 14,700 GSF
79	Proposed	655 S. San Pedro Street	Apartments	81 DU
80	Proposed	Union Station Terminal Annex	Apartments Office Retail Hotel Restaurant Museum	22 DU 7,443,20 GSF 0 GSF 645,000 Rooms 750 GSF 20,000 GSF 70,000
GLSF = gross leasable square feet GSF = gross square feet DU = dwelling unit *Source: LLG Engineers, March 2019.*				

In addition to the 80 related projects listed on **Table 2-1**, the City is currently updating the Central City and Central City North Community Plans as part of an effort called “DTLA 2040”. The two plan areas together comprise the new Downtown Community Plan. The purpose of the new Downtown Community Plan is to develop and implement a future vision for Downtown Los Angeles that supports and sustains ongoing revitalization, while accommodating projected future growth. Downtown Los Angeles is a rapidly changing setting within the City, supports a variety of economic opportunities and entrepreneurship, people (both workers and residents), culture and distinct neighborhoods, and Downtown Community Plan will include new development options, densities, and intensities.[2] A preliminary Draft Downtown Community Plan was released in July 2019.

In addition, the City has received funding from Metro's Transit Oriented Development Planning Grant Program, which encourages cities to adopt and implement land use regulations that support transit ridership and vibrant neighborhoods around transit stations. As such, the Downtown Community Plan will focus on Metro's new Regional Connector and existing transit station areas to improve the walkability and transit orientation of neighborhoods in Downtown Los Angeles.

The Regional Connector, currently under construction and anticipated to open in 2021, will be a 1.9-mile underground light-rail system extension that will connect the Metro Gold Line to the 7th Street/Metro Center Station. Specifically, the Regional Connector will allow for a direct connection between the cities of Azusa and Long Beach and between East Los Angeles and Santa Monica,

2 *City of Los Angeles, DTLA 2040, About DTLA 2040, Welcome to the Downtown Community Plans, www.dtla2040.org/about.html, March 2019.*

and three new stations will be added at 1st Street/Central Avenue (Little Tokyo/Arts District Station), 2nd Street/Broadway (Historic Broadway Station), and 2nd Street/Hope Street (Grand Avenue Arts/Bunker Hill Station).[3] The Regional Connector will also improve access to both local and regional destinations by providing connectors to other rail lines via the 7th Street/Metro Center Station. Specially, the new rail lines at the 7th Street/Metro Center station would be served by the light rail A Line and E Line, heavy rail Red Line and Purple Line. These lines have their terminus at this Metro Center Station, which helps improve overall connections in and around the downtown area of the City.

Project Characteristics

The Project includes demolition and removal of the existing 16,960 square-foot building and surface parking area from the Project Site and development of the Project Site with a single mixed-use building that would provide 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,979 square feet of retail space, 13,126 square feet of restaurant space, and 92,740 square feet of office space. Of the 106 live/work condominium units, 6 units would be two-bedroom with a loft; 29 would be two-bedroom units; 25 would be one-bedroom loft units; and 30 would be single studio units. Of the 106 proposed units, 9 units (11 percent of base density, which is 78 units) would be set aside as Very Low Income units.

Overall, the development of the Project Site would encompass roughly 257,287 square feet of mixed residential, restaurant, office, and commercial land uses in one 127-foot tall podium-designed building with two levels of above-grade and one level of subterranean parking, accommodating 402 vehicle parking spaces. Approximately 24,020 square feet of common indoor, outdoor, and private open space would also be provided. Vehicular access to the Project would be provided via driveways along Bay Street and Sacramento Streets into the subterranean parking garage. Site plans, floor plans, elevations, and elevation perspectives for the Project are included on **Figures 2-3 through 2-9**. A breakdown of the proposed land uses for the Project is shown in **Table 2-2,** below.

Table 2-2
Breakdown of Land Uses

Land Use	Size
Residential	
Residential Units	119,941 sf (106 du)
Residential Loft [a]	3,282 sf
Residential Exterior [b]	14,219 sf
Total Residential	*106 du (194,831 sf)*
Commercial Retail	13,979 sf
Restaurant	13,126 sf

3 *https://www.metro.net/projects/connector/*

Office	92,740 sf
Total	***257,287 sf***
du = dwelling unit(s) sf = square feet *a Includes loft square-footage within residential units, where applicable.* *b Includes stairwell, hallways, small gathering areas not counted under retail, office, or restaurant.*	

Density and Floor Area

The requested Project entitlements include a Vesting Zone Change and Height District Change to change the existing M3-1 zoning designation to CM-2. Consistent with LAMC Section 12.17.1, the new zone will allow residential density corresponding to R3 density, permitting both live/work and commercial uses at the Project Site. The proposed Height District No. 2 would allow a 6:1 Floor Area Ratio (FAR). The Project Site (which is comprised of two parcels) has a total lot area of 62,111 square feet, with a buildable lot area of 56,305 square feet. Total floor area permitted by the proposed zone is approximately 337,833 square feet. As proposed, the Project provides 257,287 square feet of total floor area, which is a 4.57:1 FAR and within the allowable floor area for Height District No. 2 as proposed for the Project Site.

Parking

A minimum of 395 vehicle parking stalls would be required of the Project. Vehicle parking would be provided within two levels of above-grade parking and one subterranean parking level and would include 402 vehicle parking spaces. Nine (9) Americans with Disabilities Act (ADA) stalls would be provided on the first parking level.

Additionally, in accordance with the updated Bicycle Parking Ordinance (Ordinance 185,480), the Project would be required to provide 112 long-term and 33 short-term bicycle parking spaces for a total of 145 spaces. The Project would meet the short-term bicycle parking requirements and would exceed the bicycle parking requirements by 2 spaces (one short term space and one long term space).

Open Space and Landscaping

Per LAMC Section 12.21 G, the Project is required to provide open space (both indoor and outdoor allowed) for its residential uses. Specifically, 15,050 square feet of total open space is required for the Project. In total, the Project is providing 24,020 square feet of common outdoor, private, and common indoor open space to satisfy these requirements. This is a surplus of 8,970 square feet of open space being provided beyond what is required per the LAMC. As shown in **Table 2-3**, below, the Project proposes a third level common open space courtyard roughly 4,129 square feet in size, 10,828 square feet of common open space on the roof-top of the building, which also includes 3,763 square feet of indoor open space designed as a roof amenity.

Table 2-3
Private/Common Open Space Components

Common Open Space Component	Size
Common Outdoor Open Space (Open to Sky)	
Level 03 Courtyard	4,129 sf
Level R09/CO7 Rooftop	10,828 sf
Subtotal	14,957 sf
Private Open Space (Balconies)	
Level L02 thru R08	5,300 sf[1]
Common Indoor Open Space	
Level R09/C07 Roof Amenities	3,763 sf
Total	**24,020 sf**

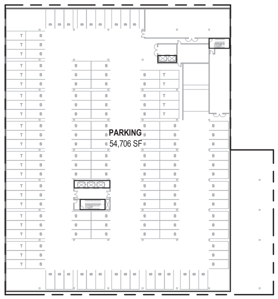
sf = square feet
[1] This includes accountable open space, not solely provided open space.

The residential landscaped areas include ground floor open space and courtyard spaces, as well as roof terraces on the 8th floor. The 3rd floor open space would be accessible through two paseos located along the northern and southern edge of the development. The upper level courtyard spaces would be accessible to residents via the shared building interior corridors. A portion of the roof terrace on the 8th floor may contain green roof areas that would be inaccessible except for maintenance activities. Frontage along Bay, Sacramento, and Mateo Streets would be landscaped with street trees and associated planters.

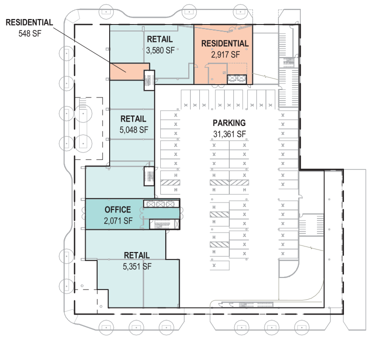
The landscaped areas would be designed consistent with the requirements and guidelines established by the City, including the Landscape Ordinance Guidelines (Ordinance No. 170,978). The plant selections and irrigation would be designed to meet all water efficient landscape requirements. A weather-based controller would regulate the automatic drip irrigation system in all of the planting areas within the Project Site.

The ground floor would include open space with planting areas. Seat walls and furniture that meet ADA standards would be provided. Planters would be included with shade tolerant trees, shrubs, and ground cover. Landscaping also would be used as a way-finding feature and would include shade tolerant hedges as well as wall-mounted green wall modules lining the pedestrian accessible portions of the Project Site. Paving throughout the site would be selected in accordance to the Los Angeles Green Building and Department of Building and Safety requirements.

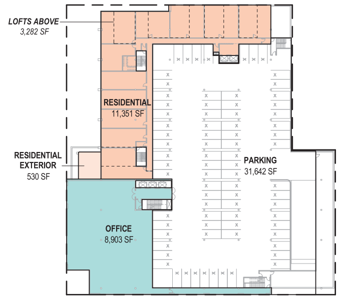
Finally, per LAMC Section 12.21.G.2(a)(3), 41 trees would be required for the Project. These trees would be planted in the public plaza on the ground floor, along sidewalks, on the level 3 courtyard area, and on the level 7 roof area.



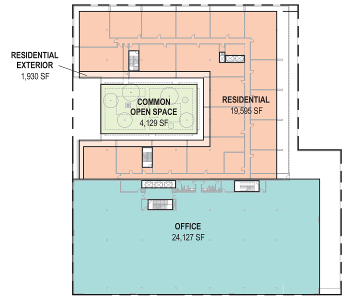
(LL) GROSS AREA - LOWER LEVEL 01



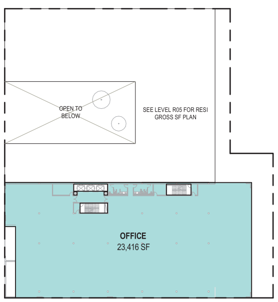
(L1) GROSS AREA - LEVEL 01



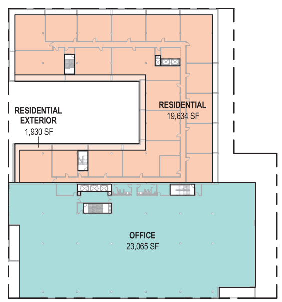
(L2) GROSS AREA - LEVEL 02



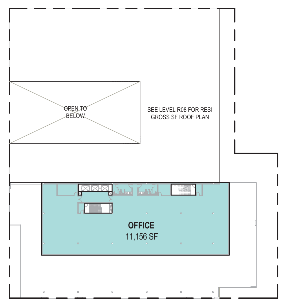
(L3) GROSS AREA - LEVEL 03 - COURTYARD



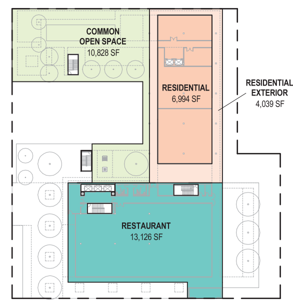
(L4) GROSS AREA - LEVEL C04



(L5) GROSS AREA - LEVEL C05/R06



(L6) GROSS AREA - LEVEL C06 - MEZZANINE



(L7) GROSS AREA - LEVEL C07/R08 - ROOFTOP

BUILDING AREA (FAR) - BY PROGRAM

PROGRAM	AREA
RETAIL	13,979 SF
OFFICE	92,740 SF
RESTAURANT	13,126 SF
RESIDENTIAL	119,941 SF
RESIDENTIAL LOFT	3,282 SF
RESIDENTIAL EXTERIOR	14,219 SF
GRAND TOTAL	**257,287 SF**

BUILDING AREA - OPEN SPACE

PROGRAM	AREA
COMMON OPEN SPACE	4,129 SF
COMMON OPEN SPACE	10,828 SF
GRAND TOTAL	**14,957 SF**

GROSS BUILDING AREA (FAR) - BY LEVEL

LEVEL	AREA
LOWER LEVEL 01	0 SF
LEVEL 01	19,515 SF
LEVEL 02	20,784 SF
LEVEL 2.5 - LOFTS	3,282 SF
LEVEL 03	45,652 SF
LEVEL R04	21,564 SF
LEVEL C04	23,416 SF
LEVEL R05	21,564 SF
LEVEL C05/R06	44,631 SF
LEVEL R07	21,564 SF
LEVEL C05 - MEZZ	11,156 SF
LEVEL C06/R08 - ROOF DECK	24,159 SF
LEVEL C07/R09 - MECH	0 SF
GRAND TOTAL	**257,287 SF**

FAR MAX (CM-2-RIO): 6.0	337,830 SF
FAR PROPOSED: 4.57	257,287 SF

Figure 2-3
Building Area by Floor

Source: Gensler, 2019.

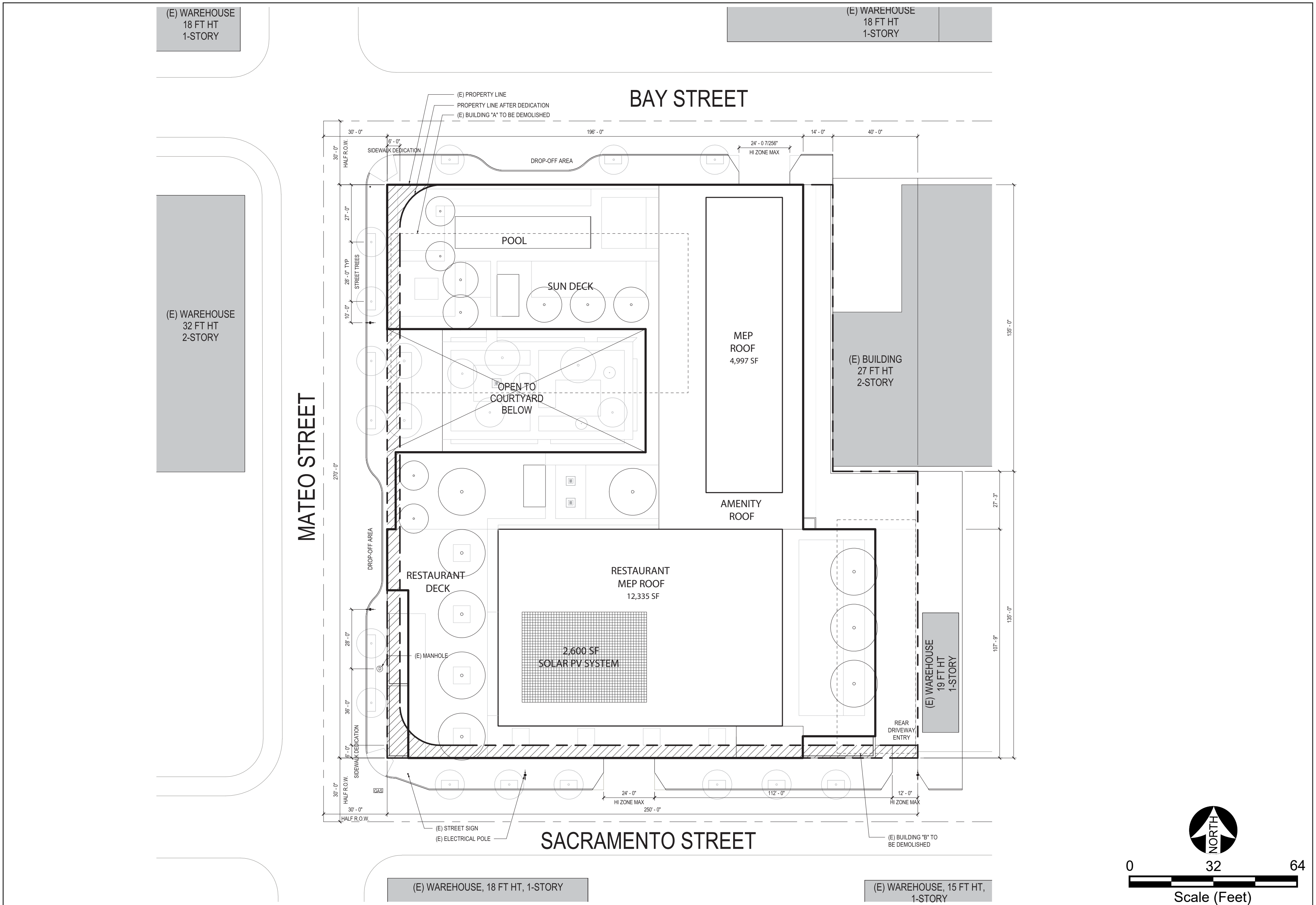


Figure 2-4
Site Plan Level 01

Source: Gensler, 2019.

MATERIALS LEGEND

1. Expanded Metal Skin
2. Metal Mesh Guardrails
3. Brick
4. Operable Metal Panels
5. Low-E Coated Glazing
6. Metal Mullion System
7. Formwork Concrete
8. Sliding Door System
9. Folding Door System
10. Exposed Concrete

Figure 2-5
Exterior Elevation – East

Source: Gensler, 2019.

MATERIALS LEGEND

1. Expanded Metal Skin
2. Metal Mesh Guardrails
3. Brick
4. Operable Metal Panels
5. Low-E Coated Glazing
6. Metal Mullion System
7. Formwork Concrete
8. Sliding Door System
9. Folding Door System
10. Exposed Concrete

Source: Gensler, 2019.

Figure 2-6
Exterior Elevation – South

Source: Gensler, 2019.

Figure 2-7
Perspective Elevation – West

Figure 2-8
Perspective Elevation – Southwest Corner

Source: Gensler, 2019.

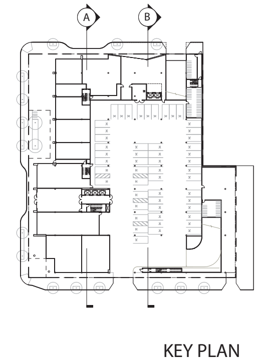


Figure 2-9
Section A

Source: Gensler, 2019.

Site Access and Circulation

Vehicular Access

Existing vehicular access to the Project Site is provided via one gated driveway along the south side of Bay Street and one gated driveway along the north side of Sacramento Street. The existing driveways accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

Proposed vehicular access to the Project also would be provided via one driveway along the south side of Bay Street and one driveway along the north side of Sacramento Street, similar to existing conditions. Descriptions of the Project driveways are provided below:

- *Bay Street Project Driveway:* The Bay Street driveway will provide access to the subterranean level of the on-site parking garage. It is proposed to serve the residential parking spaces associated with the residential component of the Project. The Bay Street driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

- *Sacramento Street Project Driveway:* The Sacramento Street driveway will provide access the ground level and above-grade level of the on-site parking garage. It is proposed to serve the commercial parking spaces located on the ground level, which are associated with the restaurant and retail components of the Project, and the parking spaces located on the above-grade level, which are associated with the office component of the Project. The Sacramento Street driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

Bicycle Access

Proposed bicycle access to the Project will also be provided via Bay Street and Mateo Street. The Project will provide bicycle parking on-site for residents, visitors, and commercial employees of the Project. Bicycle parking spaces would be installed in compliance with the *Bicycle Parking Ordinance, Los Angeles Municipal Code* (City of Los Angeles, March 27, 2018) (LAMC) Section 12.21 A16(a)(2). Bicycle spaces would be provided in Level 01.

Architecture and Design

The exterior finishes used for the Project include concrete, metal, and glass. The base of the building has transparent ground floors with floor-to-ceiling storefront windows. The entries to all buildings have been slightly inset (roughly 6 feet) to create a break in the front building façade and add an element of interest. Variations of green plantings are introduced to create a complex pattern on the facades. Metal trim is used to add depth and to accentuate the cutout portions for the courtyards and in particular, the 3rd floor open space area.

Project Design Features

The following Project Design Features (PDFs) are included as part of the Project:

ENERGY-PDF-1: The Project shall not include natural gas-fueled fireplaces in the proposed residential units.

ENERGY-PDF-2: The Project shall provide vehicle parking spaces that would be pre-wired and capable of accommodating EV charging stations in accordance with Ordinance No. 186,485.

ENERGY-PDF-3: Windows would be included in all living units and common spaces for natural daylight, reducing the need for overhead lighting impacting the need for electricity. High-performance dual-pane windows and exterior materials would be used in order to reduce the need for energy driven mechanical systems.

ENERGY-PDF-4: Active energy conservation strategies would include implementing LED lighting with daylighting controls and dimming capabilities, installing motion detector controls for all circulation and auxiliary spaces, providing Energy Star qualified appliances.

ENERGY-PDF-5: High-efficiency toilets with a flush volume of 1.0 gallon per flush, or less.

ENERGY-PDF-6: Showerheads with a flow rate of 1.5 gpm or less.

ENERGY-PDF-7: Residential bathroom faucets equipped with aerators to reduce flow to 1.0 gpm or less.

ENERGY-PDF-8: Drip/subsurface irrigation (micro-irrigation)

ENERGY-PDF-9: Micro-spray

ENERGY-PDF-10: Proper hydro-zoning/zoned irrigation (group plants with similar water requirements)

ENERGY-PDF-11: Drought-tolerant plants – 50 percent of total landscaping

GHG-PDF-1: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed live/work units.

GHG-PDF-2: The Project shall provide filtered outside air supply sufficient to meet American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) 62.1 standards.

GHG-PDF-3: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in heating, cooling, and ventilation (HVAC) systems.

GHG-PDF-4: Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

GHG-PDF-5: Installation of a Low Impact Development (LID) compliant on-site stormwater treatment system, capable of treating the volume of stormwater runoff from a local 85^{th} percentile storm event.

GHG-PDF-6: Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.

GHG-PDF-7: During construction of the Project, best management practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.

GHG-PDF-8: During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff.

GHG-PDF-9: Contractors would reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same methods where applicable.

GHG-PDF-10: Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.

GHG-PDF-11: Use of sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible.

GHG-PDF-12: 15 percent of the roof area shall be set aside for future solar panels

GHG-PDF-13: Waste diversion accounting shall be utilized.

GHG-PDF-14: Installation of a “cool roof” that reflects the sun’s heat and reduces urban heat island effect.

GHG-PDF-15: At least 50 percent of construction and demolition debris from Project construction would be diverted from landfills.

GHG-PDF-16: Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

GHG-PDF-17: Use of locally (within 500 miles) manufactured construction materials and of building materials with recycled content, where possible.

GHG-PDF-18: Provision of EV charging stations in the parking structure in compliance with Ordinance No. 186,485

GHG-PDF-19: Provision of parking spaces that are capable of supporting future electric vehicle charging equipment in compliance with Ordinance No. 186,485.

GHG-PDF-20: Installation of Energy Star-labeled products and appliances, where appropriate.

GHG-PDF-21: Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that could be implemented may include but would not be limited to high-performance glazing on windows, appropriately-oriented shading devices, high-efficiency boilers (if single metered); instantaneous water heaters (if individual meters), and enhanced insulation to minimize thermal gain.

GHG-PDF-22: Application of energy-saving lighting technologies and components to reduce the Project's electrical usage profile. Examples of these components include occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and exterior lighting controlled by photo sensor and/or timeclocks to ensure safety and visibility while preventing unnecessary energy usage.

GHG-PDF-23: Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

GHG-PDF-24: Water conservation measures shall include:

- High-efficiency toilets (with flush volume of 1.06 gallons of water per flush or less) throughout, including ultra-low-flow urinals in all nonresidential restrooms, as appropriate.

- Residential lavatory faucets with a maximum flow rate of 1.2 gallons per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute.

- High-efficiency washers, whether within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less). Equipment is required to be Energy Star-certified.

- High-efficiency dishwasher within individual units, using 3.5 gallons per cycle or less. Equipment is required to be Energy Star-certified.

- No-flush or waterless urinals in all nonresidential restrooms as appropriate.

- Nonresidential lavatory faucets with a maximum flow rate of 0.4 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use.

- Nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.

- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, where appropriate.

- Water-saving pool filter.

- Pool/spa recirculating filtration equipment.

- Pool splash troughs around the perimeter that drain back into the pool.

- Leak detection system for swimming pools and Jacuzzi.

- Minimum irrigation system distribution uniformity of 75 percent.

- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.

- Use of landscape contouring to minimize precipitation runoff.

- Use of landscape contouring to minimize precipitation runoff.

TRA-PDF-1: Reduce Parking Supply: This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel. The Project will provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required per LAMC prior to consideration of allowable adjustments).

TRA-PDF-2: Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations. The Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components.

TRA-PDF-3: Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections. The Project will include pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is proposed via adjacent streets. The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street and Sacramento Street adjacent to the site.

Construction Phasing

The Project's construction would occur over an approximately 24-month period and would include the following phases: demolition, site preparation, grading and excavation, and building construction. The grading and excavation phase would require the export of approximately 39,985 cubic yards of material. The approximate overall construction schedule for the Project is shown on **Table 2-4**.

Table 2-4
Approximate Project Construction Schedule

Phase	Duration	Notes
Demolition	Approximately 1 month	Demolition of asphalt parking lot and existing structure
Grading	Approximately 2 months	38,985 cubic yards of export hauled to off-site location within a 50-mile radius.
Building Construction	Approximately 18 months	No overlap with grading or site preparation phase.
Finishing (Architectural Coating)	Approximately 3 months	Some overlap with building construction phase.
Note: The approximate construction schedule assumes a 5-day workweek.		

Haul Route

The facility or facilities which will receive the Project's export materials generated during construction have not been identified at this time. However, several facilities are located within a 50-mile radius of the Project Site, including, but not limited to: Active Recycling MRF and Transfer Station on Slauson Avenue in the City of Los Angeles (South Los Angeles), American Reclamation CDI Processing Facility on Doran Street in the City of Los Angeles (Atwater Village), Downtown Diversion on Olympic Boulevard in the City of Los Angeles (Butte Street Junction), and Manning Pit in the City of Irwindale. The Project's haul route would be required to be approved by the City. Project haul trucks would use the most direct route to transport demolition and construction debris from the Project Site to a designated recycling facility and/or landfill. Likely routes will leave the Project Site via Bay Street and Sacramento Street and would most likely utilize Mateo Street towards the I-10 Freeway to the South.

Requested Discretionary Actions

In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City:

1. Pursuant to **Los Angeles Municipal Code (L.A.M.C.) Section 11.5.6,** as authorized by the Los Angeles Charter Section 555, the Applicant requests approval of a **General Plan Amendment** to revise the land use designation in the Central City North Community Plan from Heavy Industrial to Commercial Industrial to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units ("LW"), of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low Income level, and approximately 119,845 square feet of commercial space. This request also includes the deletion of Community Plan Footnotes 1 and 6 as it relates to the Project Site from the Industrial land use category to permit a Height District 2 in the CM zone.

2. Pursuant to **L.A.M.C. Section 12.32 F & Q**, the Applicant requests approval of Vesting Zone Change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low Income level, and approximately 119,845 square feet of commercial space.

3. Pursuant to **L.A.M.C. Section 12.32 F**, the Applicant requests approval of a Height District change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low income level, and approximately 119,845 square feet of commercial space. The Project's proposed floor area ratio is equal to 4.57:1.

4. Pursuant to **L.A.M.C. Section 12.22 A.25** (as amended by Ordinance 179,681), the Applicants propose to set aside 11% of the site's base density, which is 78 units, equal to 9 units, as Restricted Affordable Units at a Very Low Income level, qualifying it for a 35% density increase, parking reductions and the following incentive:

    a. On-Menu Incentive, pursuant to **L.A.M.C. Section 12.22 A.25(f)(7):**

i. To utilize the pre-dedicated lot area of 62,111 square feet to define the site’s permitted density. The request will permit a base density of 78 units in lieu of 73 units.

5. Pursuant to **L.A.M.C. Section 16.05**, the Applicant requests the approval of Site Plan Review.

6. Pursuant to California Government Code Sections 66473.1, 66474 (Subdivision Map Act) and LAMC, Section 17.00 of Article 7 (Division of Land), the Applicant requests a **Vesting Tentative Tract Map No. 74596** to merge and resubdivide 11 lots and to create 106 Live/Work condominiums within an Airspaces Subdivision consisting of one (1) master lot and six (6) air-space lots.

3 SCEA FINDINGS AND CONSISTENCY

CONSISTENCY WITH TRANSIT PRIORITY PROJECT CRITERIA

3.1 Overview

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). Specifically, Section 21155(b) applies to a project that:

3.1.1 Criterion #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 emission reduction targets established by CARB; and

3.1.2 Criterion #2: Is a Transit Priority Project (TPP) in that the project meets the following criteria:

a. 2.1 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. 2.2 Provides a minimum net density of at least 20 units per acre; and

c. 2.3 s 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).

3.2 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.

The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area, and the applicable “sustainable communities strategy” is SCAG’s 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040

RTP/SCS) ("RTP/SCS"), adopted on April 7, 2016. The RTP/SCS contains a forecasted transportation system and development pattern for the region which, if implemented, will reduce greenhouse gas emissions to meet regional greenhouse gas emission reduction targets. For the SCAG region, CARB has set greenhouse gas reduction targets to eight 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.

3.2.1 Consistency with RTP/SCS Land Use, Density and Intensity

The RTP/SCS contains SCAG's regional growth projections, goals and policies, as well as a regional overview of projected land uses and development standards. Using data collected from local jurisdictions, including general plans, SCAG has categorized existing and projected land use into land use types. Given the number of square miles the SCAG region encompasses, SCAG developed a simplified series of Land Development Categories (LDCs) to represent the themes taken from the region's many general plans. This was developed in order to facilitate regional modeling of land use information from six counties representing nearly 200 distinct jurisdictions.

As described in the RTP/SCS, the LDCs employed in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the RTP/SCS. These forecasted regional development types are shown in various maps by county and subregion. The smallest level of information provided in the RTP/SCS is the subregion, which in the case of the Project Site is within the "Los Angeles City" Subregion, encompassing the entire City.

Specific areas of these subregions (unrelated to county and city boundaries) are classified into one of three LDCs (urban, compact, or standard) and then the land use types are combined into 35 Place Types. SCAG uses each of these categories to describe the conditions that exist and/or are likely to exist within each specific area of the region. (2016-2040 RTP/SCS, pp. 20-21.)

3.2.2 Land Development Category (LDC)

The RTP/SCS contains land use projections in the SCS Background Documentation Appendix. *Exhibit 14: Forecasted Regional Development Types (2040)* is a map of the Los Angeles City Subregion. Exhibit 14 includes the following language:

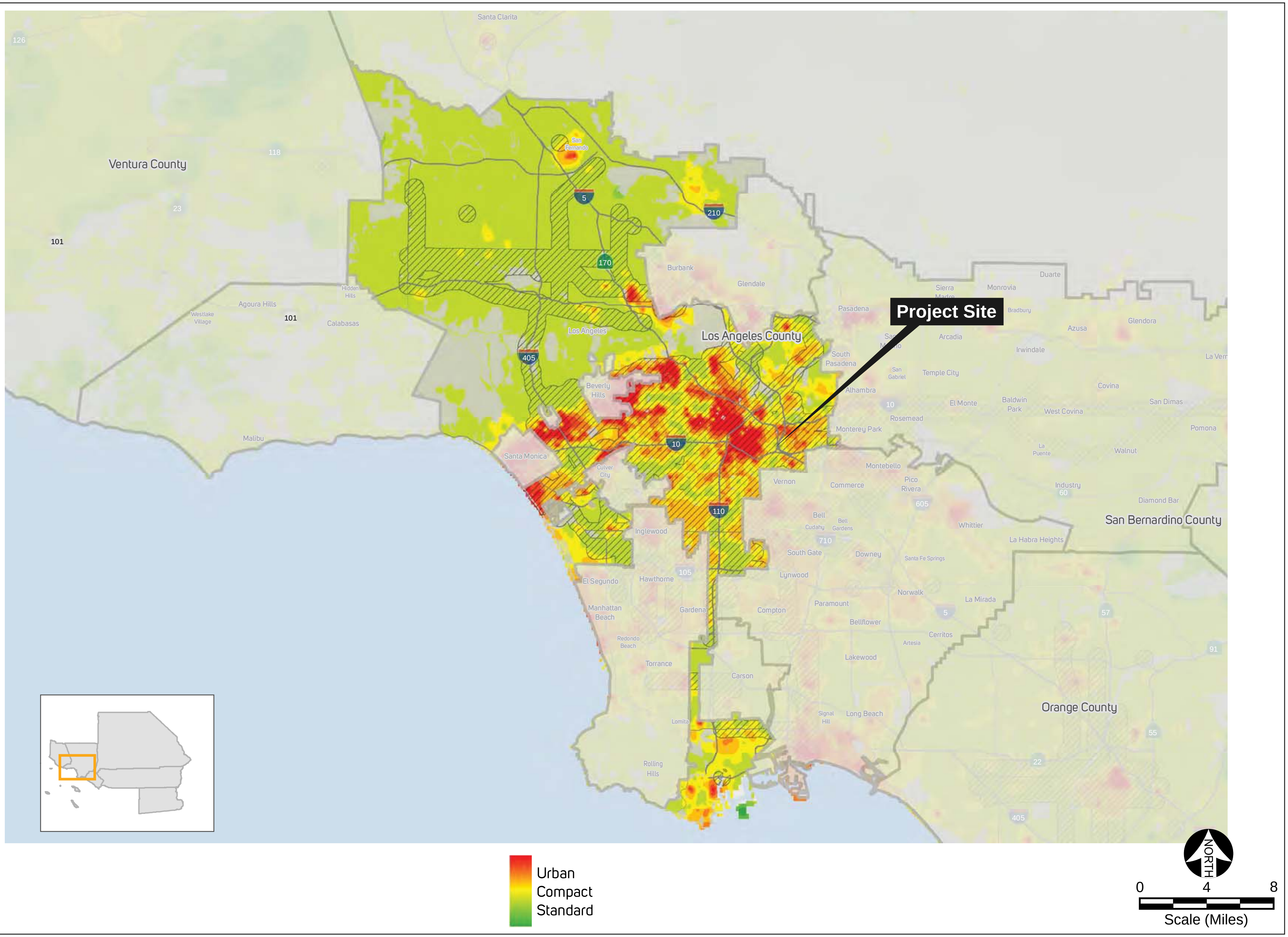
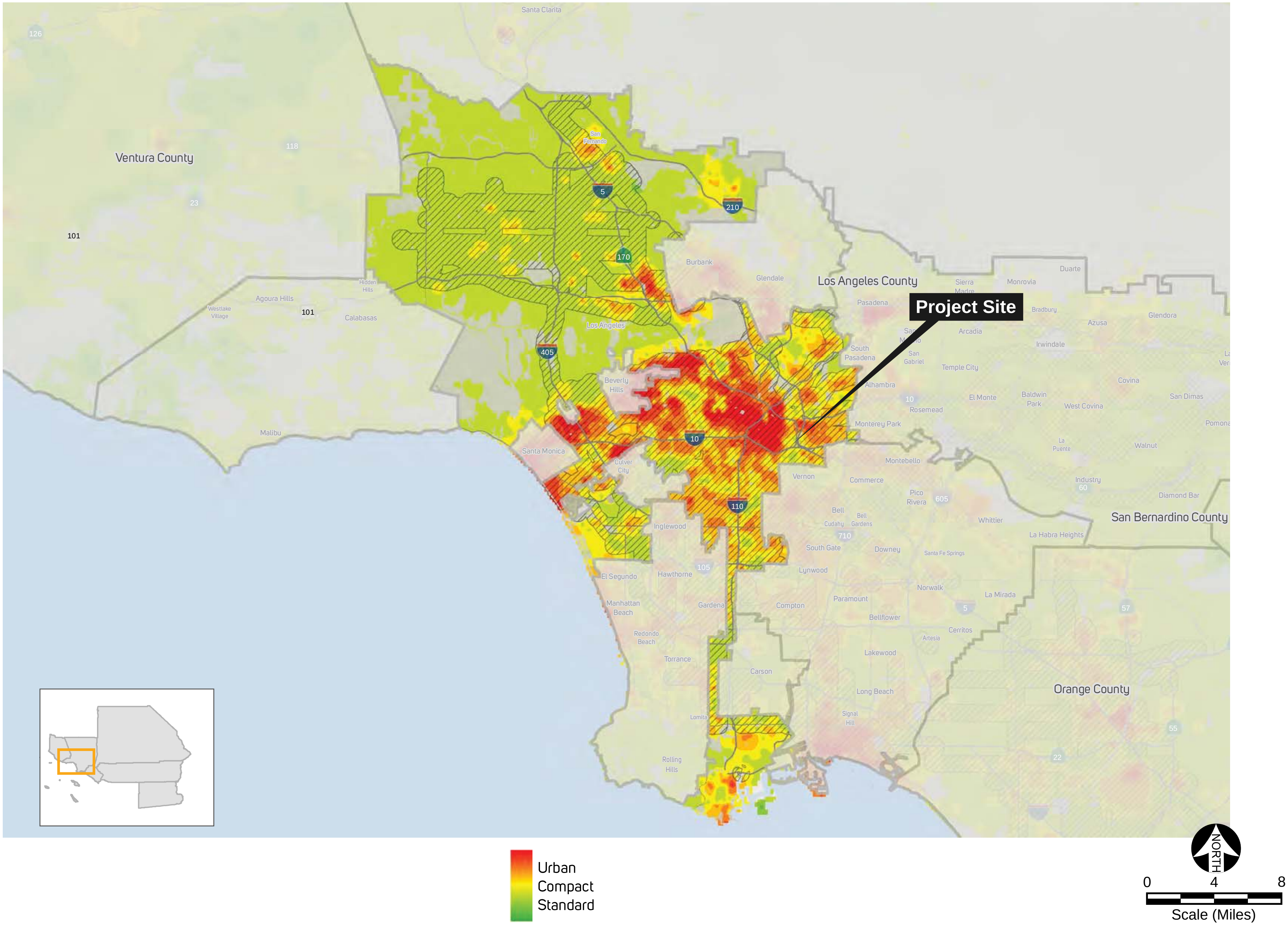


Figure 3-1
Forecasted Regional Development Types
by Land Development Categories (2012) - Los Angeles City Subregion

Source: SCAG, 2015.



Source: SCAG, 2015.

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

"Note: The forecasted land use development patterns 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. The data is controlled to be within the density ranges of local general plans and/or input received from local jurisdictions. For purposes of determining consistency for California Environmental Quality Act (CEQA) streamlining, lead agencies have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS."

Due to the scale and level of detail of the RTP/SCS map, the Project site is located in an area that is within the range of "Compact" LDC to "Urban" LDC. Due to the fact that the location of the Project is located very near the blended boundary between the Compact LDC and Urban LDC, both of these LDCs are described in detail below:

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

> *These areas are less dense than those in the Urban Land Development Category, but they are highly walkable with a rich mix of retail, commercial, residential and civic uses. These areas are most likely to occur as new growth on the urban edge, or as large-scale redevelopment. They have a rich mix of housing, from multifamily and attached single-family (townhome) to small- and medium-lot single-family homes. These areas are well served by regional and local transit service, but they may not benefit from as much service as urban growth areas and are less likely to occur around major multimodal hubs. Streets in these areas are well connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached by walking, biking, taking transit, or with a short auto trip. (2016-2040 RTP/SCS, at page 20.)*

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.*

As noted on the RTP/SCS map, the Lead Agency has the authority to determine a project's consistency with the 2016 RTP/SCS, and the LDC designation on the map is considered advisory and non-binding on any site geographically smaller than a jurisdiction or sub-region, due to the fact that the SCAG data is for the purpose of making a regional projection. For these reasons, and for purposes of analyzing potential consistency with SCAG policies in this SCEA, the discussion below focuses on the Project's consistency with the Urban LDC. The Project Site is located directly adjacent to a moderate and high density urban center of downtown Los Angeles, which conforms to the classifications of the Urban LDC. The Project is also consistent with the Urban LDC goals of transit connectivity and well-connected street networks associated with multi-family housing. Finally, the Project is located within a High Quality Transit Area (HQTA) as defined by SCAG and a Transit Priority Area (TPA) as defined by SB 743, each of which support transit opportunities and promote a walkable environment.[1] Per SCAG, an HQTA and TPA is defined as an area within one-half mile from major transit stops and high quality transit corridors. Per California Public Resources Code Section 21064.3, a major transit stop is a site containing an existing rail transition station 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 period.

3.2.3 Place Type

The 2016-2040 RTP/SCS includes 35 Place Types for modeling purposes, which provide a blueprint for consistency with its Land Use Density Designation and Density provisions, including mixed use, residential, commercial, office, research and development, industrial, civic, and open space.[2] Within the Urban LDC, the City Mixed Use footprint most typifies the proposed development and is characterized below.

The land use mix for the City Mixed Use place type is approximately 28 percent residential, 17 percent employment, 35 percent mixed use, and 20 percent open space/civic. The residential mix is 97 percent multi-family and three percent townhome. The average total net floor area ratio is 3.4; and the gross density ranges from 10 to 75 households per acre and 25 to 165 employees per acre.

The Project is a mixed-use development consisting of residential, retail, restaurant, and office, land uses in a highly urbanized part of Los Angeles. The land uses within the general vicinity of the Project Site are characterized by a mix of, light industrial, and office buildings, which vary widely in building style and period of construction.

The Project is approximately 53 percent residential, and the housing consists entirely of multi-family live/work residential dwelling units.[3] The Project would be 257,287 square feet in overall size with a total proposed FAR of 4.57:1. The density of the Project would be 79 residential dwelling units per acre (106 units on 1.35 acres). Specifically, the Project would provide 106 live/work condominium units and approximately 119,843 square feet of commercial space, including 13,978 square feet of retail space, 13,126 square feet of restaurant space, and 92,754 square feet of office space. Of the 106 live/work condominium units, 16 would be one-bedroom loft units; 6 units would be two-bedroom with a loft; 29 would be two-bedroom units; 25 would be one-bedroom loft units; and 30 would be single studio units. The Project would include 8 stories

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1 *SCAG, High Quality Transit Areas 2012 – SCAG Region, http://gisdata-scag.opendata.arcgis.com/datasets/1f6204210fa9420b87bb2e6c147e85c3_0, accessed on February 2019.*

2 *SCAG 2016-2040 RTP/SCS Background Documentation, Urban Footprint Place Types, http://scagrtpscs.net/documents/2016/supplemental/UrbanFootprint_PlaceTypesSummary.pdf. Refer to Appendix C; see also Place Types Categorized into Land Development Categories, available at: http://scagrtpscs.net/Documents/2016/supplemental/LDC_PlaceType.pdf.*

3 *137,443 square feet of residential / 257,287 square feet total = 0.53*

and be approximately 127 feet in height. The area of the Project Site is also supported by high levels of regional and local transit, including Metro Lines 18, 60, 62, and Rapid 720 which serve the Project Site at 7th and Decatur. Rapid 760 is at 7th and Alameda.

Accordingly, using SCAG's Urban Footprint Scenario Planning Model in the 2016-2040 RTP/SCS to help determine form, scale, and function of the suggested Place Types and LDCs, the Project is consistent with the SCAG's "Urban" Land Use Designation and City Mixed Use place type, and associated density and building intensity for the area of the Project Site in the SCAG 2016-2040 RTP/SCS.

3.3 The Project is consistent with the Applicable 2016-2040 RTP/SCS Policies Specified for the Project Area

The Project is consistent with other applicable RTP/SCS policies as well as SCAG's growth projections for the City. (Refer to **Section XIV, Initial Study/Sustainable Communities Environmental Impact Assessment, Population and Housing**, for a discussion on the Project's consistency with SCAG's population and housing growth projections.)

Additionally, as discussed below in **Table 3-1**, the Project would be consistent with applicable goals and policies of SCAG's 2016-2040 RTP/SCS.

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

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Goal 1 Align the plan investments and policies with improving regional economic development and competitiveness.	**Not Applicable/Consistent.** This Goal is directed towards SCAG and the City of Los Angeles (City) and not does apply to the Project. However, the Project also would contribute to the economic development of the region by creating new businesses, jobs, and sales tax revenue,
2016-2040 RTP/SCS 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 in the City. Specifically, the Project will allow Project residents, tenants and users accessibility and mobility with good pedestrian and transit connectivity. The Project would develop 106 live/work units and approximately 119,843 square feet of retail, restaurant, and office land uses within an HQTA, as defined by SCAG, and within a transit priority area as defined by SB 743, and in close proximity to existing and proposed residences and commercial opportunities. The Proposed Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, encouraging a variety of

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

Goals and Policies	Consistency Assessment
	transportation options. Therefore, the project will help maximize accessibility between people and goods.
2016-2040 RTP/SCS Goal 3 Ensure travel safety and reliability for all people and goods in the region.	**Not Applicable/Consistent.** Though not necessarily applicable on a project-specific basis, 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 roads, driveways and parking areas would not create a design hazard to local roadways.
2016-2040 RTP/SCS Goal 4 Preserve and ensure a sustainable regional transportation system.	**Not Applicable/Consistent.** This goal is directed towards SCAG transportation projects and does not apply to the Project. Nevertheless, the Project would contribute to achieving this goal. The Project would not create a significant traffic impact at any of the study intersections, as discussed in Section 4.XVII., Transportation and Traffic, of this SCEA. The Project would minimize impacts on the existing roadway system by placing housing and employment near jobs and transit and providing ample bicycle parking and bicycle and pedestrian infrastructure to dis-incentivize automobile use and encourage biking and walking. The Project also encourages transit use through the Project Site's location near existing transit, thereby contributing to ridership and sustainability of the multimodal transportation system in the region.
2016-2040 RTP/SCS Goal 5 Maximize the productivity of our transportation system.	**Consistent.** The Project includes 106 live/work units and approximately 119,843 square feet of retail, restaurant, and office land uses located close to an existing transportation system. 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.

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

Goals and Policies	Consistency Assessment
	Thus, the Project would contribute to the productivity and use of the regional transportation system by providing housing and employment near transit. The Project would not create a significant impact at any of the study intersections.
2016-2040 RTP/SCS 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 remove a vehicular service building with associated surface parking and construct housing and sources of employment near transit and other sources of housing and employment, thereby reducing dependence on automobile travel and vehicle miles traveled (VMT) and reducing associated pollutant emissions. The Project also would activate the sidewalks at the Project Site by incorporating a majority of retail uses at the street-level, while simultaneously creating internal infrastructure for bike parking and encouraging walking, biking, and transit use.
2016-2040 RTP/SCS Goal 7 Actively encourage and create incentives for energy efficiency, where possible.	**Consistent.** The Project would meet/exceed the requirements of the City's Green Building Code and the California Green Building Code by including at least 10 percent of the Project's vehicle parking spaces (40) to be capable of accommodating electric vehicle (EV) charging stations. The Project would be built to the current building codes that require sustainability measures such as efficient energy systems.
2016-2040 RTP/SCS 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 in the City within a HQTA and a TPA. The Project would develop 106 live/work units and approximately 119,843 square feet of retail, restaurant, and office land uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. The area of the Project Site is supported by high levels of regional and local transit, including Metro Lines 18, 60, 62, and Rapid 720, which serve the Site at 7th and Decatur. Rapid 760 is at 7th and Alameda. Moreover, the location of the Project Site promotes the use of a variety of transportation options and access,

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

Goals and Policies	Consistency Assessment
	which includes walking and the use of public transportation.
2016-2040 RTP/SCS Goal 9 Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	**Not Applicable/Consistent.** This goal is directed towards SCAG to ensure the safety and security of the regional transportation system. No further assessment is required.
2016-2040 RTP/SCS Guiding Policy 1 Transportation investments shall be based on SCAG's adopted regional Performance Indicators.	**Not Applicable/Consistent.** This policy is directed towards SCAG in allocating transportation investments. This goal does not apply to the individual development projects, and no further assessment is required.
2016-2040 RTP/SCS 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/Consistent.** This policy is directed towards SCAG in allocating transportation system funding. This goal does not apply to the individual development projects, and no further assessment is required.
2016-2040 RTP/SCS 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/Consistent.** This Goal is directed towards SCAG and the City and not does apply to the Project. No further assessment is required.
2016-2040 RTP/SCS Guiding Policy 4 Transportation demand management (TDM) and active transportation will be focus areas, subject to Policy 1.	**Consistent.** The Project would support active transportation (e.g. walking and bicycling) by providing landscaping along the public rights-of-way and active ground floor uses, which promotes and supports pedestrian activity in the area. Additionally, the Project Site's location within an HQTA promotes the use of public transit and pedestrian activity. With this, the Project is also proposing a TDM program, as discussed in detail in Section 4.XVII., Transportation and Traffic, of this SCEA.
2016-2040 RTP/SCS Guiding Policy 5 HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy 1.	**Not Applicable/Consistent.** This policy is directed towards transportation investment by SCAG to support high occupancy vehicles (HOV), transit and rideshare. No further assessment is required.
2016-2040 RTP/SCS Guiding Policy 6 The RTP/SCS will support investments and	**Not Applicable/Consistent.** This Guiding Policy relates to SCAG goals in supporting investments and strategies

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

Goals and Policies	Consistency Assessment
strategies to reduce non-recurrent congestion and demand for single occupancy vehicle use, by leveraging advanced technologies.	to reduce congestion and the use of single occupancy vehicles. Nevertheless, the Project Site is located within an HQTA (as defined SCAG) and a transit priority area (as defined by SB 743). The Project would support public transportation and other alternative methods of transportation (e.g., walking and biking).
2016-2040 RTP/SCS 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/Consistent.** This policy is directed towards SCAG transportation projects to encourage and support transportation investments. The policy does not apply to the Project, and no further assessment is required.
2016-2040 RTP/SCS 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/Consistent.** This policy is directed towards SCAG and governmental agencies to encourage and support transportation investments, and not does apply to the Project. No further assessment is required.
2016-2040 RTP/SCS Land Use Policy 1 Identify regional strategic areas for infill and investment.	**Not Applicable/Consistent.** This policy is directed towards SCAG to identify regional strategic areas. Nevertheless, the Project is an infill development in an HQTA (defined by SCAG) and within a transit priority area (as defined by SB 743).
2016-2040 RTP/SCS Land Use Policy 2 Structure the plan on a three-tiered system of centers development.[4]	**Not Applicable/Consistent.** This Land Use Policy is directed towards SCAG and not does apply to the Project. Nevertheless, the Project is located in an existing center where existing transportation infrastructure exists to support the proposed density of the Project.
2016-2040 RTP/SCS 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

4 *The 2016-2040 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS. The complete language from the original SCAG Advisory Land Use Policies is "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 pages 90–92 of the SCAG 2008 Regional Transportation Plan, adopted in May 2008.*

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

Goals and Policies	Consistency Assessment
	a mix of retail 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.[5] The Project would place residential and commercial land uses in a transit-rich area. The Project Site's location near transit and in proximity to services, retail stores, and employment 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 vehicles-per-miles traveled.
2016-2040 RTP/SCS Land Use Policy 4 Develop nodes on a corridor.	**Not Applicable/Consistent.** This policy is directed towards SCAG and City goals to identify and develop locations that promote nodes. Nevertheless, the Project is located within an HQTA and a transit priority area, and the Project's mixed-use design and transit-rich location provide close-proximity to residents' daily needs.
2016-2040 RTP/SCS Land Use Policy 5 Plan for additional housing and jobs near transit.	**Consistent.** The Project Site is located in a highly urbanized area in the City within a HQTA and a TPA. The Project would develop 106 live/work units and approximately 119,843 square feet of retail, restaurant, and office land uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. The area of the Project Site is supported by high levels of regional and local transit, including Metro Lines 18, 60, 62, and Rapid 720, which serve the Site at 7th and Decatur. Rapid 760 is at 7th and Alameda. The Project also would contribute to the economy by creating new businesses, jobs, and sales tax revenue.
2016-2040 RTP/SCS Land Use Policy 6 Plan for changing demand in types of housing.	**Consistent.** The Project would provide 106 live/work units in close proximity to commercial uses and areas, meeting demands for live/work style housing in the urbanized Arts District area. Additionally, the Project provides a wide range of unit sizes and styles, ranging

5 *SCAG, 2016-2040 RTP/SCS, April 2016 (page 79).*

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

Goals and Policies	Consistency Assessment
	from studio to three bedroom units, adding to the variety of housing types available in the area.
2016-2040 RTP/SCS Land Use Policy 7 Continue to protect stable, existing single-family areas.	**Consistent.** The Project would not displace any existing single-family residential neighborhoods. The Project provides live/work units in the urban downtown area on an infill lot.
2016-2040 RTP/SCS Land Use Policy 8 Ensure adequate access to open space and preservation of habitat.	**Consistent.** The Project Site is located within an urbanized area within the City. Development of the Project would not remove any existing open space areas or habitat since the Project Site is currently fully developed. The Project would provide approximately 24,020 square feet of open space, which would meet the City's provision of usable and private open space.
2016-2040 RTP/SCS 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. Regardless, the purpose of the Project is to respond to the City's need to provide mixed-use, live/work housing opportunities and commercial uses in the downtown area.
2016-2040 RTP/SCS Land Use Strategy 1: Reflect the Changing Population and Demands	**Consistent.** The Project Site is located in a highly urbanized area in the City within a HQTA and a TPA. Due to this location, the Project is a reflection of the growing demand for mixed-use live/work residences and commercial offices in the Los Angeles Region. The Project also reflects a demand to locate residences and commercial uses in close proximity to transit, and a decreased reliance on automobile and truck uses in the downtown area.
2016-2040 RTP/SCS Land Use Strategy 2: Focus New Growth Around Transit	**Consistent.** The Project would remove a vehicular service building with associated surface parking and construct mixed use live/work housing and sources of employment near transit and other sources of housing and employment. The Project is consistent with the trend to focus ne development near transit and promote alternative modes of transportation, thereby reducing dependence on automobile travel and VMT.

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

Goals and Policies	Consistency Assessment
2016-2040 RTP/SCS Land Use Strategy 3: Plan for Growth Around Livable Corridors	**Consistent.** The Project would be consistent with this strategy, as it would help plan for the growth of Downtown Los Angeles by providing a better and safer livable community in an area rich in transit and pedestrian amenities.
2016-2040 RTP/SCS Land Use Strategy 4: Provide More Options for Short Trips	**Consistent.** The Project would construct housing and sources of employment in a dense urban area near transit and other sources of housing and employment. By doing this, the Project helps reduce and shorten vehicle trips.
2016-2040 RTP/SCS 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 would develop 106 live/work units and approximately 119,843 square feet of retail, restaurant, and office land uses on an infill urban site within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. The Project provides a variety of sizes and styles of housing units, including studio, one, two, and three bedrooms plus den units. The Project also includes pedestrian improvements and 145 bicycle parking spaces. The area of the Project Site is also supported by high levels of regional and local transit, including Metro Lines 18, 60, 62, and Rapid 720, which serve the Site at 7th and Decatur. Rapid 760 is at 7th and Alameda.
2016 RTP/SCS 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 outlines strategies for developing land in coming decades that will place destinations closer together, thereby decreasing the time and cost of traveling between them.	**Not Applicable/Consistent.** Benefit 2 is directed towards SCAG and not does apply to the Project. Nevertheless, the Project is an infill, mixed-use development located within an HQTA, thereby decreasing time and cost of traveling between places.
2016 RTP/SCS 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 meet/exceed the requirements of the City's Green Building Code and the California Green Building Code by including at least 10 percent of the Project's vehicle parking spaces to be capable of accommodating EV charging stations, for a total of 40 EV charging station stalls.

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

Goals and Policies	Consistency Assessment
	The Project's incorporation of bicycle- and pedestrian-friendly elements and location near various bus lines would provide future residents with various affordable transportation options. The Project is a high-density mixed-use development on an infill site, well served by existing utilities.
2016 RTP/SCS 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 would remove a vehicular service building with associated surface parking and construct housing and sources of employment near transit and other sources of housing and employment, thereby reducing dependence on automobile travel and VMT, and reducing associated pollutant emissions. The Project also would activate the sidewalks at the Project Site by incorporating street-level retail uses, while simultaneously creating internal infrastructure for bike parking and encouraging walking, biking, and transit use. The Project would include 24,020 square feet of open space and 41 trees to encourage outdoor recreation and walking.
Source: SCAG, 2016-2040 RTP/SCS, April 2016.	

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

Criterion 2(a) requires that a project "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."

The Project includes the construction of a total floor area of 257,287 square feet. The Project is approximately 53 percent residential based on total building square footage.[6] Because the Project is 47 percent nonresidential, it must also achieve a floor area ratio of not less than 0.75. The floor area ratio for the Project is 4.75:1. As such, the Project would be consistent with this criterion.

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

Criterion 2(b) requires that a project "Provides a minimum net density of at least 20 units per acre." The proposed density of the Project is 79 residential dwelling units per acre (106 units on 1.35

6 *137,443 square feet of residential / 257,287 square feet total = 0.53*

acres). As such, the Project would be consistent with this criterion.

3.3.3 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 2016-2040 RTP/SCS.

Criterion 2(c) requires that a project "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).

PRC 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." 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.

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. The HQTC is also mapped as part of the SCAG RPT/SCS.

The Project meets both of the definitions to qualify for this criterion. The Project Site is located in an urban area served by multiple local bus lines that are adjacent to the Project Site and with service intervals of 15 minute or less during morning and afternoon peak commute periods, as shown in **Table 3-2**. Moreover, the Project Site is located within a half-mile of a high-quality transit corridor as mapped by SCAG (refer to **Figure 3-3**). As such, the Project is consistent with this criterion.

Table 3-2
Major Transit Stop Analysis

<table>
<tr><th>Line</th><th>Direction</th><th># Trips</th><th>Total Trips</th><th>Average Frequency</th><th>Qualifies?</th></tr>
<tr><td colspan="6">Intersection (7th and Alameda)</td></tr>
<tr><td rowspan="4">Metro 18</td><td rowspan="2">East</td><td>27 AM Peak-Hours trips</td><td rowspan="2">51</td><td rowspan="2">8.24 minutes</td><td rowspan="4">Yes</td></tr>
<tr><td>24 PM Peak-Hours trips</td></tr>
<tr><td rowspan="2">West</td><td>14 AM Peak-Hours trips</td><td rowspan="2">44</td><td rowspan="2">9.55 minutes</td></tr>
<tr><td>30 PM Peak-Hours trips</td></tr>
<tr><td rowspan="4">Metro Rapid 760</td><td rowspan="2">North</td><td>15 AM Peak-Hours trips</td><td rowspan="2">31</td><td rowspan="2">13.55 minutes</td><td rowspan="4">Yes</td></tr>
<tr><td>16 PM Peak-Hours trips</td></tr>
<tr><td rowspan="2">South</td><td>13 AM Peak-Hours trips</td><td rowspan="2">29</td><td rowspan="2">14.5 minutes</td></tr>
<tr><td>16 PM Peak-Hours trips</td></tr>
<tr><td colspan="6">Peak Periods are considered to be between 6:00 to 9:00 AM (180 minutes) and 3:00 to 7:00 PM (240 minutes) for a total of 420 minutes. Bus routes must have a service frequency of 15 minutes or less for the entire duration of the peak-hour periods.</td></tr>
</table>

To determine the eligibility of the bus line, the average number of minutes per trip for each direction is calculated separately. If one or both directions fail to meet the 15 minute frequency limit, the entire bus line is ineligible for a Major Transit Stop designation.

The total number of trips from the point of origin during peak hours (Monday to Friday) is used. A trip is included if its median time falls within the peak hour.

To calculate the median time, the time at trip origin is subtracted from the time at arrival at final station, divided by two, and then added to origin time.

The total peak-hour time (420 minutes) is then divide by the number of trips for the average number of minutes per trip.

CAJA Environmental Services, March 2019.

High Quality Transit Areas (including rail stations and qualifying bus corridors, see glossary for definition)

- 2012 Base Year
- 2040 Plan (Note: 2040 Plan Rail Station Alternatives shown as ⊙)

NORTH

0 10 20
Scale (Miles)

Figure 3-3
High Quality Transit Areas

Source: SCAG, 2015.

4 RTP/SCS MITIGATION MEASURES

INCORPORATION OF APPLICABLE MITIGATION MEASURES FROM THE 2016-2040 RTP/SCS PROGRAM EIR

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, including the 2016-2040 RTP/SCS Program EIR for SCAG on December 2015.

The Mitigation Monitoring and Reporting Program for the 2016-2040 RTP/SCS Program EIR (SCAG MMRP) does not include project-level mitigation measures that are required of the Project. The SCAG MMRP does provide a list of mitigation measures that SCAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has identified that a project has the potential for significant effects.

To comply with PRC Section 21151.2, the City has reviewed all mitigation measures contained in the SCAG MMRP (shown on **Table 4-1**) and determined their applicability to the Project. For each such mitigation measure, the City considered whether to use the SCAG MMRP mitigation measure or an equally effective City mitigation measure or federal, state, regional, or City regulation. The City's applicability determination is found on **Table 4-1**. As indicated on **Table 4-1**, with the exception of SCAG mitigation measure MM-LU-1(b) which is incorporated for the Project, the City has incorporated an equally or more effective City mitigation measure or federal, state, regional, or City regulation or has for other reasons determined that incorporation of the SCAG 2016-2040 RTP/SCS MMRP mitigations measure is not required.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
Aesthetics *Scenic Vista*	Project-Level Mitigation Measure **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.	This mitigation measure is not incorporated, because 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.” .

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
<u>Aesthetics</u> *Visual Character/Quality*	<u>Project-Level Mitigation Measure</u> **MM-AES-3(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 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	This mitigation measure is not incorporated, because 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." The Project qualifies for this provision, and no mitigation is required.

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
<u>Aesthetics</u> *Light/Glare/Shade*	<u>Project-Level Mitigation Measure</u> **MM-AES-4(b):** 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.	This mitigation measure is not incorporated, because 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." The Project qualifies for this provision, and no mitigation is required.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
Agriculture and Forestry *Conversion of Farmland to Non-Ag Use, Conversion of Forest Land*	Project-Level Mitigation Measure **MM-AF-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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because no farmland or agricultural activity exists on or in the vicinity of the Project Site and no impacts related to this issue would occur.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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 permitees 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 permitees 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."	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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)	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	analysis method (CEQA Guidelines §21095), as appropriate. Use conservation easements or the payment of in-lieu fees to offset impacts.	
Agriculture and Forestry *Zoning for Ag Use, Williamson Act Contract*	Project-Level Mitigation Measure **MM-AF-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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because 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, and no impacts related to this issue would occur.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Air Quality *Potential to Violate AQ Standard*	Project-Level Mitigation Measure **MM-AIR-2(b):** 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 National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (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:	This mitigation measure is not incorporated, because the City has determined that the existing regulatory measures listed below would apply to the Project and are equal to or more effective than SCAG RTP/SCS Program EIR MM-AIR-2(b). Specifically, the applicable regulatory requirements identified by CARB and the Southern California Air Quality Management District, and other agencies to facilitate consistency with plans for attainment of the NAAQS and CAAQS, as applicable and feasible, are set forth below. • The Project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403: ○ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	○ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind. ○ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust. ○ All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust. ○ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust. ○ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. ○ Trucks having no current hauling activity shall not idle but be turned off. • The Project shall comply with South Coast Air Quality Management District Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil, which sets requirements to control the emission of VOC from excavating, grading, handling and treating VOC-contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. • The Project shall comply with South Coast Air Quality Management District Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities, which specify work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	• In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall 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 shall meet specified fuel and fuel additive requirements and emission standards. • The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings. • The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138. • New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review. Additionally, the following mitigation measure is proposed:

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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 offroad 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	**MM-AQ-1.** All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit’s certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/U.S. EPA standards

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
Air Quality *Expose Sensitive Receptors to Pollutants*	Project-Level Mitigation Measure **MM-AIR-4(b):** 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant, and no mitigation measures are required. Furthermore, this mitigation measure is not applicable because the listed measures generally relate to vehicle fleet standards, which cannot be implemented at a Project level.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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	
Biological Resources *Adverse Effect on Candidate, Sensitive, or Special Status Species, Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural*	Project-Level Mitigation Measure **MM-BIO-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 on threatened and endangered species and other special status species that are in the jurisdiction and responsibility of U.S. Fish and Wildlife Service (USFWS), National Marine Fisheries Service (NMFS), California Department of Fish and Wildlife (CDFW), 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	This mitigation measure is not incorporated for the following reasons: • Project impacts related to adverse effects, either directly or through habitat modifications, any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, would be less than significant and no mitigation is required. • The Project Site does not contain any critical habitat or support any species identified or

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project

Community Conservation Plan, or Other Conservation Plan	should consider mitigation measures to ensure compliance with Sections 7, 9, and 10(a) of the federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, as applicable and feasible. Additional compliance should adhere to applicable implementing regulations from the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, and/or the California Department of Fish and Wildlife. Such measures may include the following, or other comparable measures identified by the Lead Agency:
	
	• Require project design to avoid occupied habitat, potentially suitable habitat, and designated critical habitat, wherever practicable and feasible.
	• 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 Endangered Species Act or Section 2081 of the California Endangered Species Act to support issuance of an Incidental take permit. A wide variety of conservation strategies have been successfully used in the SCAG region to protect the survival and recovery in the wild of federally and state-listed endangered species including the bald eagle:
	  o Avoidance strategies
	  o Contribution of in-lieu fees
		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 Game or U.S. Fish and Wildlife Service.
		
		• The Project Site is located in an urbanized area of the City. The Site is developed with a surface parking lot and an automobile service building; Thus, none of the mitigation measures that pertain to compliance with Sections 7, 9, and 10(a) of the Federal Endangered Species Act; the California Endangered Species Act; the Native Plant Protection Act; the State Fish and Game Code; and the Desert Native Plant Act; and related applicable implementing regulations, are applicable to the Project.
		
		Additionally, the City has determined that the existing regulatory requirements listed below would apply to the Project and are equal to or more effective than SCAG RTP/SCS Program EIR MM-BIO-12(b). Specifically, the Project Applicant 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 associated with tree removal would not occur. Compliance with these existing regulations would ensure impacts related to nesting birds would be less than significant.

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ Use of mitigation bank credits ○ Funding of research and recovery efforts ○ Habitat restoration ○ Conservation easements ○ Permanent dedication of habitat ○ Other comparable measures • Design projects to avoid desert native plants, salvage and relocate desert native plants, and/or pay in lieu fees to support off-site long-term conservation strategies. • Develop and implement a Worker Awareness Program (environmental education) to inform project workers of their responsibilities in regard to avoiding and minimizing impacts on sensitive biological resources. • Appoint an Environmental Inspector to monitor implementation of mitigation measures. • 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. • Conduct pre-construction monitoring to delineate occupied sensitive species' habitat to facilitate avoidance. • Where projects are determined to be within suitable habitat of 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	

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	guidelines and are conducted by qualified and/or certified personnel.	
<u>Biological Resources</u> *Adverse Effect on Riparian Habitat or Other Sensitive Natural Community, Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	<u>Project-Level Mitigation Measure</u> **MM-BIO-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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project Site does not contain any wetlands, riparian habitats, sensitive natural community or critical 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 Game or U.S. Fish and Wildlife Service, and no impacts related to this issue would occur. The Project Site is located in an urbanized area of the City.

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Biological Resources *Adverse Effect on Wetlands, Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-3(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 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.	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project Site is not located on protected wetlands that are in the jurisdiction and responsibility of the U.S. Army Corps of Engineers, public agencies and/or Lead Agencies. Moreover, the Project Site is an infill site in an urban setting in a region that is fully developed and would not affect species movement or policies or regulations protecting biological resources. No impacts related to this issue would occur.

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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	

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	timeframes for decision making, and to the extent possible, establishes equivalent requirements and standards for the three sources of compensatory mitigation: ○ Permitee-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.	
<u>Biological Resources</u> *Interfere with the Movement of Species, Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	<u>Project-Level Mitigation Measure</u> **MM-BIO-4(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 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:	This mitigation measure is not incorporated because the City has determined that the existing regulatory compliance requirements listed below would apply to the Project and are equal to or more effective than SCAG RTP/SCS Program EIR MM- BIO-4(b). The applicable regulatory requirements include 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 15 to August 15) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure that any potential impacts would be less than significant. Additionally, the Project does not include removal of any City-designated protected trees.

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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	

Table 4-1
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Topic	RTP/SCS Measure	Applicability to the Project
	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.	

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Topic	RTP/SCS Measure	Applicability to the Project
	• 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 an 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	

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Biological Resources *Conflict with Local Policies or Ordinances Protecting Bio Resources, Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-5(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 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	This mitigation measure is not incorporated, because the City has determined that compliance by the Project with existing City regulatory requirements that are equal to or more effective than SCAG RTP/SCS Program EIR MM-BIO-5(b). The Project will comply with the City tree preservation ordinance; by removing three street trees in the public right-of-way along Mateo Street with Board of Public Works approval and replacement ratio of 2:1. Prior to the removal of trees located within the public right-of-way, the Project Applicant would be required to obtain approval from the Board of Public Works for the removal and replacement of said trees. Street trees would be required to be removed and replaced as required by the Urban Forestry Division and the Board of Public Works. The landscape plans for the Project shall identify the all trees that would be removed. Compliance with the City's

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Topic	RTP/SCS Measure	Applicability to the Project
	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	requirements would ensure no significant impacts related to biological resources, in particular trees, would occur.

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	

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Topic	RTP/SCS Measure	Applicability to the Project
	• 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	
Biological Resources *Conflict with Habitat Conservation Plan, Natural Community Conservation Plan, or Other Conservation Plan*	Project-Level Mitigation Measure **MM-BIO-6(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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the City has no adopted Habitat Conservation Plans or Natural Community Conservation Plans that would apply to the Project Site. As such, no impacts related to this issue would occur.

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	
	•	
Cultural Resources	Project-Level Mitigation Measure	This mitigation measure is not incorporated, because the City has determined that the following mitigation measures

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Topic	RTP/SCS Measure	Applicability to the Project
Substantial Adverse Change in Significance of a Historical Resource, Substantial Adverse Change in the Significance of an Archaeological Resource	**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	are imposed as being equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-2(b): **CULT-MM-1: Retain a Qualified Archaeologist.** Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards. **CULT-MM-2: Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP).** Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in CULT-MM-3), monitoring protocol for demolition and excavation

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Topic	RTP/SCS Measure	Applicability to the Project
	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	activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified. The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which

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Topic	RTP/SCS Measure	Applicability to the Project
	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	significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to any archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource,

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation: ○ **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained. ○ **Historic-period archaeological sites.** If a Historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory

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		processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows: ▪ **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the Project Site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive

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		materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter. ▪ **Treatment Under Criterion 3:** Architectural documentation of exposed features shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity.

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		▪ **Treatment Under Criterion 4:** No additional work; data recovery is sufficient. The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. **CULT-MM-3:** **Worker Environmental Awareness Program (WEAP) Training.** Before the commencement of initial demolition or excavation at the Project Site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the

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Topic	RTP/SCS Measure	Applicability to the Project
		regulatory compliance requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided

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		by the qualified archaeologist to the project proponent. **CULT-MM-4: Monitoring for Archaeological Resources.** Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile soil

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		strata) below a certain depth or within a certain portion of the Project Site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for

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		historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of

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		the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 12 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

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Topic	RTP/SCS Measure	Applicability to the Project
Cultural Resources *Disturb Human Remains*	Project-Level Mitigation Measure **MM-CUL-4(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 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:	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below regarding discovery of human remains would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-4(b). Specifically, in accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project Site, 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 Public Resources Code. 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 the 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. Through compliance with this

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	○ 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	regulation, potential Project impacts to human remains would be less than significant.

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	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.	
Energy *Increase Residential Energy Use, Increase Building Energy Use*	Project-Level Mitigation Measure **MM-EN-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 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	This mitigation measure is not incorporated, because the City has determined the Project substantially conforms to this mitigation measure through the Project's compliance with existing City and state regulatory requirements. The Project would be constructed to meet or exceed energy standards outlined in the City's Green Building Code, which incorporates the requirements of CALGreen.

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	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.	
<u>Geology and Soils</u>	<u>Project-Level Mitigation Measure</u>	This mitigation measure is not incorporated, because the City has determined that the existing regulatory

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Topic	RTP/SCS Measure	Applicability to the Project
Adverse Effects due to Earthquake or Other Seismic Activity, Unstable Geologic Unit or Soil, Expansive Soil	**MM-GEO-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 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.	requirements listed below regarding soils and geology would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-GEO-1(b). Specifically, the Project would be required to comply with the existing building regulations associated with the City's Building Code, which incorporates the Uniform Building Code and the California Building Code. Furthermore, construction of the Project would not exacerbate existing physical conditions pertaining to seismic hazards. Moreover, the Project is subject to regulatory compliance measures, which avoid and/or reduce 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. The Project would also be subject to the following regulatory compliance measures: (1) Prior to the issuance of any permit, a geology/soils report shall be submitted to the Grading Division to provide design recommendations for the proposed grading/construction along with an evaluation by the project geologist to confirm that the proposed habitable structures are located within the shadow zone of the fault study exploration. (2) The report shall be reviewed and approved by the Los Angeles Department of Building and Safety, Grading Division for the Project

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	• 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	(3) During construction, the project engineering geologist shall observe all excavations that expose the natural alluvial soils and bedrock to verify the conclusions of the fault investigation and confirm that no Holocene faults or ground deformation are exposed. The project engineering geologist shall post a notice on the job site for the City Inspector and the Contractor stating that the excavation (or portion thereof) has been observed, documented and meets the conditions of the report. No fill or lagging shall be placed until the LADBS Inspector has verified the documentation. (4) A supplemental report that summarizes the geologist's observations shall be submitted to the Grading Division of the Department upon completion of the excavations. If evidence of active faulting is observed, the Grading Division shall be notified immediately.

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	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.	

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Topic	RTP/SCS Measure	Applicability to the Project
Geology and Soils *Soil Erosion or Loss of Topsoil*	Project-Level Mitigation Measure **MM-GEO-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 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	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below that require compliance with existing water quality standards as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB) would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-GEO-4(b). Specifically, the Project would be required to comply with the following regulatory requirements: 1) The NPDES General Construction Permit including the preparation of a SWPPP and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation 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 construction stormwater runoff would not violate water quality and/or discharge requirements. 2) LID Ordinance: Also, during operation the Project would 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

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	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: o File a Notice of Intent (NOI) with the SWRCB. o 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. o 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. o After construction is completed, the project sponsor can and	LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall 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 Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the Project would not cause soil erosion or the loss of topsoil.

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	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.	
<u>Geology and Soils</u> *Potential to Destroy Unique Paleo Resources or Unique Geological Features*	<u>Project-Level Mitigation Measure</u> **MM-CUL-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 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	This mitigation measure is not incorporated, because the City has determined that the following mitigation measure is imposed as being equal to or more effective than the SCAG RTP/SCS Program EIR MM-CUL-1(b): **GEO-MM-1:** Prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Sites. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find

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<table>
<tr><th>Topic</th><th>RTP/SCS Measure</th><th>Applicability to the Project</th></tr>
<tr><td></td><td>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</td><td>shall stop until a qualified paleontologist can identify and evaluate the significance of the discovery and develop recommendations for treatment. Construction activities could continue in other areas of the Project Site. If the resource is found to be significant, recommendations would include a preparation of a Treatment Plan, which would require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with state law.</td></tr>
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	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	

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	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.	
<u>Greenhouse Gases</u> *Cumulative Impacts*	<u>Project-Level Mitigation Measure</u> **MM-GHG-3(b):** 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	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below, including but not limited to the City's Green Building Code are applicable, and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-GHG-3(b) in 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. Such features and regulatory requirements include the following: • The Project must meet Title 24 2016 standards and include ENERGY STAR appliances. Energy Star-rated appliances would reduce the projects energy demand during the operational life of the 685 dwelling units. • The Project is subject to construction waste reduction of at least 50 percent. In addition, operations at the Project Site is subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste

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<table>
<tr><th>Topic</th><th>RTP/SCS Measure</th><th>Applicability to the Project</th></tr>
<tr><td></td><td>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;</td><td>Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials.
• As mandated by the LA Green Building Code, the Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.
• The Project would use energy from LADWP, which has goals to diversify its portfolio of energy sources to increase the use of renewable energy.
• The Project would use water-efficient landscaping including point-to-point irrigation and a smart controller drip system to reduce water use.
• The Project would include a minimum of 10 percent of the total number of parking spaces to include Electric Vehicle (EV) Charging Stations.
• The Project would be consistent with the following key GHG reduction strategies in SCAG's 2016-2040 RTP/SCS which are based on changing the region's land use and travel patterns:
○ Compact growth in areas accessible to transit;
○ More multi-family housing;
○ Jobs and housing closer to transit;
○ New housing and job growth focused in High Quality Transit Areas (HQTA); and
○ Biking and walking infrastructure to improve active transportation options, transit access.</td></tr>
</table>

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Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	Moreover, the Project is consistent with state, regional, and City of Los Angeles GHG emission reduction goals and objectives, and thus would not conflict with any applicable plan, policy, or regulation of an agency adopted for purposes of reducing the emission of GHGs. Finally, pursuant to California Public Resources Code Sections 21155.2 and 21159.28, a SCEA prepared for a TPP that is consistent with the 2016-2040 RTP/SCS and its applicable mitigation measures does not need to prepare or discuss project specific or cumulative GHG emission impacts associated with car or light-duty truck trips.

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Topic	RTP/SCS Measure	Applicability to the Project
	• 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: o Developing on infill and brownfields sites; o Building high density and mixed use developments near transit;	

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Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	
<u>Hazards and Hazardous Materials</u> *Significant Hazard due to Routine Transport, Use, or Disposal of Hazardous Materials, Reasonably Foreseeable Upset and Accident Conditions, Hazardous Emissions or Materials Near School*	<u>Project-Level Mitigation Measure</u> **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	This mitigation measure is not incorporated, because the City has determined that a Phase I ESA and a Phase II ESA have been prepared for the Project showing that in the event that an underground storage tank is encountered during excavation, the City's mitigation measures listed below would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-HAZ -1(b). Specifically, the following mitigation measure has been imposed on the Project that would ensure any potential impacts related to an unknown underground storage tank would be less than significant: **HAZ-MM-1:** During excavation of the Project Site for the subterranean parking garage and prior to issuance of a Building Permit, if a UST is encountered, the

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Topic	RTP/SCS Measure	Applicability to the Project
	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	Project Applicant shall procure a Division 5 Permit from the Los Angeles County Fire Department for removal of a UST and shall comply with the requirements of the permit. **HAZ-MM-2:** Prior to start of construction, the Soil Management Plan (SMP) dated May 27, 2020 and subsequent amendments shall be submitted to the Los Angeles County Fire Department for review and approval. The SMP shall be implemented during excavation and grading activities in areas of potential soil contamination to ensure site closure is properly implemented, and contaminated soil encountered is properly identified, removed, and disposed of off-site. The SMP shall include the following: ▪ A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the SMP and to actively monitor the soil and excavations for evidence of contamination.

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	▪ Soil encountered during excavation or grading activities that appears to have been affected by hydrocarbons or other contamination shall be evaluated, based on appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility. ▪ Identified contaminated soil shall be properly removed, handled, and transported to an appropriately licensed disposal facility, in accordance with the SMP. ▪ Measures to protect construction workers from exposure to soils. **HAZ-MM-3:** Prior to start of construction, building controls such as liquid boot protection or a passive sub-slab vapor depressurization system as part of the footprint of the structure shall be included to the satisfaction of the Los Angeles Building and Safety Department.

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Topic	RTP/SCS Measure	Applicability to the Project
		HAZ-MM-4: The design of the passive system should also include the provision to convert the passive system to an active depressurization system if vapor concentrations near the slab and in the parking structure exceed current screening levels. • Vapor sampling of the parking area and passive sub-slab system could be conducted either annually or semi-annually to periodically measure the contaminant concentrations in those areas. With these controls in place the known subsurface contamination risks can be successfully mitigated providing protection for future occupants (both commercial and residential) of the development. **HAZ-MM-5:** During excavation tasks, a photo-ionization detector (PID) shall be on site at all times. The PID shall be maintained in good working order, and shall be calibrated by the manufacturer at least once every three months and by experienced personnel on a daily basis. The calibration of the device shall be verified using hexane calibration gas at the beginning of each working day. In the

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Topic	RTP/SCS Measure	Applicability to the Project
		event that inconsistent or erratic readings are experienced, or the PID becomes otherwise inoperable, all excavation activities will cease until it is repaired or replaced. **HAZ-MM-6:** All monitoring shall be conducted by an environmental professional provided by Remdox or other equally qualified professional, and the monitoring of soil will occur at a distance no more than 3 inches above the soil surface using the PID. Monitoring shall be initially conducted at a minimum frequency of one reading every fifteen minutes. Upon detection of VOC contamination, monitoring shall be conducted at a minimum rate of one reading for every five cubic yards excavated. All readings shall be taken no later than three minutes after each load of soil is excavated. All monitoring shall be conducted by trained personnel who are proficient in the use of the PID. Written records of PID monitoring and calibrations shall be kept in a format approved by the SCAQMD. The certification on all records shall be signed and dated on the day the measurements are observed. Upon detection of VOC-contaminated soil (defined by PID

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		readings 50 ppmV or greater), the SCAQMD shall be notified within 24 hours. The Soil Monitoring Program is required by SCAQMD but is also designed to provide a framework for segregating the soil planned for export into three categories: Significantly Impacted Soil, Lightly Impacted Soil, and Non-Impacted Soil. **HAZ-MM-7:** Although not expected during this project, any VOC-contaminated soil greater 1000 ppmV shall be immediately stockpiled, covered with plastic sheeting and stored separately from non-VOC-contaminated soil. Once excavated, contaminated soil under these conditions will be considered contaminated at all times and will not be backfilled. A VOC contaminated stockpile shall not contain more than 500 cubic yards of soil. **HAZ-MM-8:** If the PID measurement is greater than 50 ppmV, but less than 1000 ppmV, the affected work area and load of soil shall be sprayed with water to suppress vapors. The contaminated soil in stockpiles shall be covered with plastic sheeting and secured so that no portion of the

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Topic	RTP/SCS Measure	Applicability to the Project
		contaminated soil is exposed to the atmosphere. **HAZ-MM-9:** If the PID measurement is greater than 1000 ppmV, SCAQMD will be notified within one hour and the affected soil and working area shall be immediately sprayed with water. Contaminated soil once stockpiled and covered with plastic sheeting shall remain covered and undisturbed until removed from the site. In the unlikely event that any contaminated soils meet the criteria for designation as hazardous waste it will be disposed of according to the applicable SCAQMD and City regulations. **HAZ-MM-10:** Any soil with readings greater than 50 ppmV via PID shall be considered potentially contaminated and placed in a separate stockpile from native soil that is not impacted. This material will require additional testing and separate disposal from the (highly unlikely) Significantly Impacted Soil and the (probably more voluminous) Non-Impacted Soil. Monitoring of the spoils during excavation using the PID is the primary mechanism for separation of the material into different piles that may not be comingled. Stockpiles may be expanded to a maximum of 500 cubic yards before disposal is required. Determining the fate

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		and destination of the stockpiled soil will require sampling and profiling of the material as required by the waste-accepting facility. This will include laboratory testing for petroleum hydrocarbons, VOC, heavy metals, and other components at their discretion. Soil that passes the field screening and has less than 50 ppmV VOC will be considered Non-Impacted by the SCAQMD Rule 1166 standards, but still may be impacted enough to warrant discretionary disposal at an appropriate landfill. Because of the high sensitivity of chlorinated volatiles, Remdox recommends that all soils over 1 ppmV be contained in a separate pile from non-impacted soil.
Hazards and Hazardous Materials *Located on a Hazardous Materials Site Section 65962.5*	Project-Level Mitigation Measure **MM-HAZ-4(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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the City has determined that the Project Site is not included on any list compiled pursuant to Government Code Section 65962.5, and no impacts related to this issue would occur.

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Topic	RTP/SCS Measure	Applicability to the Project
	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	

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Topic	RTP/SCS Measure	Applicability to the Project
	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	

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	

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Topic	RTP/SCS Measure	Applicability to the Project
	• 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	

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Hazards and Hazardous Materials	Project-Level Mitigation Measure	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project Site is

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Topic	RTP/SCS Measure	Applicability to the Project
Wildland Fire Risk	**MM-HAZ-8(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 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	located in an urbanized area and there are no wildlands in the vicinity. Furthermore, the Project is subject to existing regulatory requirements, such as adherence to Fire Code requirements. Thus, no impacts related to these issues would occur.

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Topic	RTP/SCS Measure	Applicability to the Project
	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	

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	
<u>Hydrology and Water Quality</u> *Violate Water Quality Standards or Waste Discharge Requirements, Alteration of Site Drainage Pattern, Runoff Exceeding Stormwater Drainage System Capacity, Otherwise Degrade Water Quality*	<u>Project-Level Mitigation Measure</u> **MM-HYD-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 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:	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below as governed by the LARWQCB and the City regarding water quality would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-HYD-1(b). Specifically, the Project would be required to comply with the following regulatory requirements; 1) The NPDES General Construction Permit including the preparation of a SWPPP and implementation of BMPs, required to minimize soil erosion and sedimentation 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 construction stormwater runoff would not violate water quality and/or discharge requirements.

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	• 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
		2) 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 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 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 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.

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Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
<u>Hydrology and Water Quality</u> *Deplete Groundwater Supply or Interfere with Groundwater Recharge*	<u>Project-Level Mitigation Measure</u> **MM-HYD-2(b):** 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project Site area is not a source of groundwater recharge. The Project Site is already completely impervious and would continue in this condition after the Project is developed. Groundwater beneath the Project Site is perched groundwater and is of poor quality. Only a small percentage of the City's water supply, which would be used by the Project, comes from groundwater supplies. As such, there is no impact related to this issue.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
Hydrology and Water Quality *Structures within a 100-Year Floodplain Hazard Area, Risk due to Levee or Dam Failure, Risks due to Seiche, Tsunami, or Mudflow*	Project-Level Mitigation Measure **MM-HYD-8(b):** 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project Site is not, according to the Federal Emergency Management Agency (FEMA) flood insurance rate map, located within a designated flood zone. Also, the Project Site is not located within an area potentially affected by seiche, tsunami, or mudflow. The Project Site is not located within a designated 100-year flood plain. The Project Site is not identified in the Safety Element of the General Plan as being located in any area potentially susceptible to floods associated with a levee or dam.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Land Use and Planning *Conflict with Applicable Land Use Plan, Policy, or Regulation*	Project-Level Mitigation Measure **MM-LU-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 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:	This mitigation measure is not incorporated, as it is not applicable to the Project. The Project is requesting a General Plan Amendment to change the land use designation in the Central City North Community Plan from Heavy Industrial to Commercial Industrial and to delete Footnotes 1 and 6, and Zone Change and Height District Change from M3-1-RIO to CM-2-RIO. Approval of the General Plan Amendment and Zone Change would not result in significant impacts related to land use as analyzed in the Land Use Analysis in the Initial Study. Impacts would be less than significant

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
Land Use and Planning *Physically Divide a Community*	Project-Level Mitigation Measure **MM-LU-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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project does not include the development of new roadway facilities and would not physically divide a community. No impacts related to this issue would occur.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
Mineral Resources *Loss of Availability of a Known Mineral Resource*	Project-Level Mitigation Measure **MM-MIN-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 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.	This mitigation measure is not incorporated, as it is not applicable to the Project, because 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. None of the suggested measures are applicable as there are no known aggregate and mineral sources or locally important mineral resource recovery sites on or adjacent to the Project Site. No impacts related to these issues would occur.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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. ○ 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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Noise *Exposure of Persons to Noise in Excess of Local Standards, Excessive Groundborne Vibration or Noise Levels, Substantial Permanent Increase in Noise Level, Substantial Temporary Increase in Noise Levels*	Project-Level Mitigation Measure **MM-NOISE-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 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 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.	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project would not expose persons to noise in excess of local standards and excessive groundwater vibration that would exceed established significance thresholds and as such, would not result in any significant impacts related to noise groundborne vibration.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
<u>Noise</u> *Exposure of Persons to Excessive Groundborne Vibration or Noise Levels*	<u>Project-Level Mitigation Measure</u> **MM-NOISE-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 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.	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project would not generate groundborne vibration that would exceed established significance thresholds and as such, would not result in any significant impacts related to groundborne vibration.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
<u>Population and Housing</u> *Displacement of Housing, Requiring Replacement Housing Elsewhere*	<u>Project-Level Implementation Measures</u> **MM-PHE-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 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	This mitigation measure is not incorporated, as it is not applicable to the Project, because the Project would consist of the development of new housing and commercial land uses on a site that is currently developed with nonresidential uses. No displacement of existing housing would occur with the development of the Project and therefore, none of the suggested measures are applicable.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Fire and Emergency Services*	Project-Level Mitigation Measure **MM-PS-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 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	This mitigation measure is not incorporated, because existing facilities are capable of providing acceptable response times for fire protection and emergency response services. Specifically, the Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance (1.5 miles in this instance). The Project Site is served by LAFD Station No. 17, which is within the miles allowed. Additionally, the Project would be subject to the existing regulations in the City's Fire Code and LAMC related to emergency access. Thus, fire protection response with existing facilities is therefore considered adequate. Therefore, the Project would not require the need for new or physically altered governmental facilities.

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Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Public Services Facilities *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for Public Protective Security Services*	Project-Level Mitigation Measure **MM-PS-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 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,	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-3(a). In addition, existing facilities are capable of providing acceptable response times for police protection, and the City-imposed mitigation measure discussed below is equally effective in mitigating any potential impacts to a less than significant level. The Project Site is currently served by the Los Angeles Police Department's (LAPD). The Project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting of entryways and public areas. The Project would include the following design features: • On-site security personnel; • Security cameras; • Perimeter lighting to supplement the street lighting and to provide increased visibility and security; • Parking structure access control; and • Residential units access control.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Public Services *Adverse Impacts Associated with New or Physically Altered Governmental Facilities for School Services*	Project-Level Mitigation Measure **MM-PS-3(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 from the need for new or physically altered	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-PS-3(b).

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	Specifically, the Project is subject to the following existing regulation that avoids or reduces 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: • The Applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
Recreation *Increased Use or Physical Deterioration of Recreational Facilities*	Project-Level Mitigation Measure **MM-REC-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 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	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-REC-1(b). Project Applicant would be required to pay park fees for the 9 manager's units in accordance with mandates set forth in Los Angeles Municipal Code Section 17.12 and 12.33.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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: o Increasing the accessibility to natural areas for outdoor recreation. o Promoting infill development and redevelopment to revitalize existing communities. o Utilizing "green" development techniques. o Promoting water-efficient land use and development. o Encouraging multiple uses. o 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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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.	
<u>Transportation/Traffic</u> *Conflict with Measures of Effectiveness For Performance of the Circulation System*	<u>Project-Level Mitigation Measure</u> **MM-TRA-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 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	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements and City mitigation measures listed below would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-TRA-1(b). In addition, the Project already substantially conforms to this mitigation measure, due to the Project's mixed-use nature and transit adjacency which serve to avoid or reduce 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 the City.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project

	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)
		Project Design Features PDF-TRA-1 through PDF-TRA-3 and Mitigation Measures MM-TRA-1 through MM-TRA-3 (listed below) would help reduce any potential impact the Project may have with regard to effectiveness for performance of the circulation system:
		
		TRA-PDF-1: Reduce Parking Supply: This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel. The Project will provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required per LAMC prior to consideration of allowable adjustments).
		
		TRA-PDF-2: Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ 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	such as indoor bicycle parking/lockers, showers, and repair stations. The Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components. **TRA-PDF-3:** Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections. The Project will include pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is proposed via adjacent streets. The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street and Sacramento Street adjacent to the site.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	**TRA-MM-1:** Unbundle Parking: Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces. The Project shall charge a minimum of $110 per month per parking space, separately from the monthly cost to rent the unit. **TRA-MM-2:** Transit Subsidy: The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project shall provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents. The Project shall offer a minimum of $0.75 per day to eligible employees and residents of the Project. Eligibility shall be determined based on the employee or resident not parking a vehicle on-site. **TRA-MM-3:** Voluntary Travel Behavior Change Program: This strategy involves the development of a travel behavior

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The Project shall assign staff to serve as the transportation management coordinator to inform Project residents and employees of available travel options.

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	• 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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project

	• 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.	

Transportation/Traffic *Conflict with Applicable Congestion Management Program*	Project-Level Mitigation Measure **MM-TRA-2(b).** 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	This mitigation measure is not incorporated, because it is not applicable to the Project as County of Los Angeles is no longer subject to the congestion management plan since the County decided to opt-out of the state-mandated program in July of 2019.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	

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Topic	RTP/SCS Measure	Applicability to the Project
	○ 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	

Table 4-1

Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project

	• 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-	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project

	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.	

Table 4-1
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Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	
<u>Transportation/Traffic</u> *Inadequate Emergency Access*	<u>Project-Level Mitigation Measure</u> **MM-TRA-5(b):** 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	This mitigation measure is not incorporated, because the City has determined that the existing regulatory requirements listed below would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-TRA-5(b).

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
Hazards and Hazardous Materials *Impair or Interfere with Emergency Response or Evacuation Plan*	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.	Specifically, the Project would be subject to the City's existing regulations that require the Project to comply with the Fire Code and LAMC emergency access requirements. Additionally, the LAFD would require the Project Applicant to prepare an emergency response plan that would address the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and locations of nearest hospitals and fire departments.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ 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	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
Utilities and Service Systems *Require New Water or Wastewater Treatment Facilities*	Project-Level Mitigation Measure **MM-USS-3(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 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.	This mitigation measure is not incorporated, because it is not applicable to the Project, as the Project would not require the need for new or upgraded water or wastewater treatment facilities.
Utilities and Service Systems	Project-Level Mitigation Measure	This mitigation measure is not incorporated, because it is not applicable to the Project, as the Project would not

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
Require New or Expanded Entitlements for Water Supply	**MM-USS-4(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 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	require the need for new or expanded water supply facilities.

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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.	
<u>Utilities and Service Systems</u> *Landfill with Sufficient Capacity*	<u>Project-Level Mitigation Measure</u> **MM-USS-6(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 to serve landfills with sufficient permitted capacity to accommodate solid waste disposal needs, in which 75 percent of the waste stream be recycled	This mitigation measure is not incorporated, because the City has determined that the City's existing regulatory requirements, such as the City's recycling requirements, would apply to the Project and are equal to or more effective than the SCAG RTP/SCS Program EIR MM-USS-6(b).

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	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: o Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. o Inclusion of a waste management plan that promotes maximum C&D diversion. o 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.).	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	

Table 4-1
Applicability of Project-Level Mitigation Measures from the 2016-2040 RTP/SCS

Topic	RTP/SCS Measure	Applicability to the Project
	○ 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.	
Source: Southern California Association of Governments, Final 2016 2016-2040 RTP/SCS Program Environmental Impact Report, Mitigation Monitoring and Reporting Program, April 2016.		

5 INITIAL STUDY

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND APPENDIX G CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
City of Los Angeles Department of City Planning	CD14 - Huizar	August 2020

RESPONSIBLE AGENCIES

PROJECT TITLE / CASE NO.	RELATED CASES
1024 Mateo Project	None

PROJECT LOCATION

1024 Mateo Street, Los Angeles, CA 90021

APPLICANT NAME AND ADDRESS	PHONE NUMBER
SRG Properties 1875 Century Park East, Suite 1750, Los Angeles, CA 90067	(310) 894-8000

PROJECT DESCRIPTION:

(For additional detail, see Section 1., Project Description).

ENVIRONMENTAL SETTING:

(For additional detail, see Section 1., Project Description).

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

No

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (to be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT will be prepared.

☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Nuri Cho	City Planner
PRINTED NAME	**TITLE**
Debbie Lawrence	(213) 978-1177
SIGNATURE	**TELEPHONE NUMBER**

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

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

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

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

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

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

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

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. 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. Substantially degrade the existing visual character or quality of public views of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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) affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES. 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 Game 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 Game 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
V. CULTURAL RESOURCES: 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?	☐	☒	☐	☐
VI. ENERGY. 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?	☐	☐	☒	☐
VII. GEOLOGY AND SOILS. Would the project:				
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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
iv. Landslides, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
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 wastewater 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?	☐	☒	☐	☐
VIII. GREENHOUSE GAS EMISSIONS. 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?	☐	☐	☒	☐
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
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 caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☒	☐
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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater?	☐	☐	☒	☐
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 result in substantial erosion or siltation on- or off-site?				
i. result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii. substantially increase the rate or amount 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 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?	☐	☐	☒	☐
XI. LAND USE AND PLANNING. 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 adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
XII. MINERAL RESOURCES. Would the project:				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XIII. NOISE. 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 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?	☐	☐	☐	☒
XIV. POPULATION AND HOUSING. 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?	☐	☐	☐	☒
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:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
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?	☐	☐	☒	☐
XVII. TRANSPORTATION/TRAFFIC. 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 with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways	☐	☐	☒	☐
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?	☐	☐	☒	☐
XVIII. TRIBAL CULTURAL RESOURCES.				
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:				
i. 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	☐	☐	☐	☒
ii. 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.	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. 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?	☐	☐	☒	☐
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire severity zones, 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 uncontrolled spread of a wildfire?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
XXI. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				

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?	☐	☐	☒	☐

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 (Public Resources Code (PRC) §21099(d)) sets forth new guidelines for evaluating aesthetic impacts for an in-fill, transit-oriented project under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC 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." PRC 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." PRC Section 21099 defines an "employment center project" as "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. 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 in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "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 pursuant to CEQA."[1]

As identified in Section 3, SCEA Findings and Consistency, the Project qualifies as an infill transit-oriented project pursuant to PRC Section 21099. Specifically, per PRC Section 21099, an infill site is defined 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. The Project Site currently complies with this definition as an infill site since it was previously developed as a bus and auto repair yard, and since at least 75 percent of the perimeter of the Project Site adjoins an improved public right-of-way and is located in an urban area. Also, the Project Site is situated within a transit priority area, which is defined as an area within one-half mile of a major transit stop that is existing or planned. As disclosed in Section 3 of this SCEA, the Project Site is situated within multiple major transit stops within n a one-half mile radius. In particular, the Project Site is located in an urban area served by multiple local

1 *City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf. Accessed Dec. 2, 2016.*

bus lines that are adjacent to the Project Site and with service intervals of 15 minute or less during morning and afternoon peak commute periods, as shown in **Table 3-2** in Section 3 of this SCEA. In particular, Metro Lines 18, 60, 62, and Rapid 720 have stops at the intersection of 7th Street and Decatur Street, approximately 1,400 feet (0.625 miles) northwest of the Project Site. Metro Lines 18, 62, and Rapid 720 provide transit connections to the rail line, Metro Red/Purple Line at the Pershing Square Station, which itself provides regional access. Metro Line Rapid 760 has a stop at the intersection of 7th and Alameda Street, approximately 2,375 feet northwest of the Project Site. The rail line, Metro Blue Line has a station stop at the intersection of Washington Boulevard and Long Beach Avenue, approximately 4,900 feet southwest of the Project Site. These above lines also provide transit connections to City of Montebello and Gardena transit services, which are several miles to the east of the Project Site. Therefore, the Project is exempt from further analysis of aesthetic impacts. As such, nothing in the aesthetic impact discussion in this initial study shall trigger the need for any CEQA findings, CEQA analysis, or CEQA mitigation measures.

	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 nonurbanized areas, substantially degrade the existing visual character or quality of public views of 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?	☐	☐	☐	☒

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Resource 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) to non-agricultural use, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. **Thus, no impacts would occur.**

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is proposed to be zoned CM-2 (Commercial Manufacturing) and is located in the Central City North Community Plan area. The current General Plan Land Use Designation for the Project Site is Heavy Manufacturing. The proposed General Plan Land Use Designation is Commercial Industrial. The Project Site is not zoned for agricultural use, and the Site is not under and is not eligible for enrollment under a Williamson Act Contract.[2] There are no Williamson Act Contracts in the City of Los Angeles. **Therefore, the Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract, and no impacts would occur.**

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 located in an urbanized area of the City. The Site is developed with a surface parking lot and an automobile service building which is currently being utilized by a month-to-month tenant. The Project Site does not include any forest or timberland and is not zoned as 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 is located in a developed area of the City and does not contain any forest land. Additionally, forest land is defined as "land that can support 10-percent native tree cover of any

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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. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf.*

2 *Ibid.*

species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[3] Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[4] At present, there are three non-protected trees located on the Project Site, all of which would be removed as part of the Project. Additionally, there are three non-protected palm trees located along Mateo Street in the public right-of-way, which will also be removed as part of the Project. These existing street trees would be replaced and/or relocated consistent with the Urban Forestry Division's requirements. Nevertheless, this land is not considered 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 is developed with urban land uses. As stated, the Project Site is developed with a surface parking lot and an automobile service building which is currently being utilized by a month-to-month tenant. No agricultural uses are located on the Project Site or within the area. **Therefore, no impacts related to this issue would occur.**

Cumulative Impacts

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.**

3 *California Public Resources Code Section 1222 [g].*

4 *California Public Resources Code Section 4526.*

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐

Introduction

This section of the SCEA addresses the air emissions generated by construction and operation of the Project. The analysis also evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in **Appendix A**, to this SCEA:

A *<u>Air Quality and Greenhouse Gas Emissions Appendices</u>, DKA Planning, March 2019.*

Pollutants and Effects

State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as “criteria air pollutants,” are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Federal criteria air pollutants include carbon monoxide (CO), ground-level ozone (O3), nitrogen oxides (NO_X), sulfur oxides (SOX), particulate matter ten microns or less in diameter (PM10), particulate matter 2.5 microns or less in diameter (PM2.5), and lead (Pb). State-only criteria pollutants include Visibility Reducing Particles, Sulfates (SO_4^{2-}), Hydrogen Sulfide (H_2S), and Vinyl Chloride.

Toxic Air Contaminants

TACs refer to a diverse group of “non-criteria” air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). These include Diesel Particulate Matter (DPM) and Volatile Organic Compounds (VOCs).

The Clean Air Act (CAA) requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 6III-1**. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

Table 6.III-1
State and National Ambient Air Quality Standards and Attainment Status for LA County 2018

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]	0.070 ppm (137 μg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 μg/m^3	Non-attainment	150 μg/m^3	Maintenance
	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	12 μg/m^3	Non-attainment

Table 6.III-1
State and National Ambient Air Quality Standards and Attainment Status for LA County 2018

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 μg/m^3)	Attainment	100 ppb (188 μg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 μg/m^3)	Attainment	53 ppb (100 μg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 μg/m^3)	Attainment	75 ppb (196 μg/m^3)	Attainment
	24-hour	0.04 ppm (105 μg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 μg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 μg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 μg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 μg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 μg/m^3)	N/A	No Federal Standards	

[1]*N/A = not available*
Source: CARB, Ambient Air Quality Standards, and attainment status, 2018 (www.arb.ca.gov/desig/adm/adm.htm).

Existing Conditions

As summarized in **Table 6.III-2**, most existing emissions are associated with mobile sources from the 530 daily vehicle trips traveling to and from the Project Site, as estimated by the CalEEMod 2016.3.2 model for industrial-type uses like the existing bus operations and maintenance facility. This includes trips from both light-duty vehicles from employees working at the site as well as diesel- and CNG-fueled transit buses that serve Metro bus routes.

Table 6.III-2
Existing Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	<1	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	7	22	<1	5	2
Net Regional Total	**2**	**7**	**22**	**<1**	**5**	**2**
Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs.						

Project Impacts

Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod, version 2016.3.2) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in Appendix A to this SCEA. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[1] The localized effects from on-site portion of daily emissions were evaluated at

1 *SCAQMD, Final Localized Significance Methodology, revised July 2008.*

sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance thresholds (LST) methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[2] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres. If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed. Please refer to Threshold b below, for the analysis of localized impacts from on-site construction activities. In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and PM2.5 from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 200 meters (656 feet). These LST values were selected because the Project Site is approximately 1.42 acres and the nearest sensitive receptor (Loft 726 apartments at 726 Santa Fe Avenue) is approximately 283 meters (930 feet) from the Project Site.[3]

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD localized significance thresholds (LSTs) for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[4] The LSTs for PM2.5 were established in October 2006.[5] Updated LSTs were published on the SCAQMD website on October 21, 2009.[6] **Table 6.III-3** presents the significance criteria for both construction and operational emissions.

2 *SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.*

3 *SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.*

4 *SCAQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, 2008.*

5 *SCAQMD, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.*

6 *SCAQMD, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.*

Table 6.III-3
SCAQMD Construction Emissions Thresholds

Criteria Pollutant	Construction Emissions		
	Regional	Localized /a/	Operation Emissions
Volatile Organic Compounds (VOC)	75	--	55
Nitrogen Oxides (NO_X)	100	106	55
Carbon Monoxide (CO)	550	2,406	550
Sulfur Oxides (SO_X)	150	--	150
Respirable Particulates (PM_{10})	150	70	150
Fine Particulates ($PM_{2.5}$)	55	24	55

In pounds per day

/a/ Localized significance thresholds assumed a 1-acre and 200-meter (656-foot) receptor distance. The SCAQMD has not developed LST values for VOC or SO_X.

Source: SCAQMD

Operations

CalEEMod also generates estimates of daily and annual emissions of air pollutant resulting from future operation of a project. Operational emissions of air pollutants are producing by mobile sources (vehicular travel) and stationary sources (utilities demand). The Project Site is serviced LADWP, for which CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated with water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions. To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against the SCAQMD's significance thresholds.[7] Details describing the operational emissions of the Project can be found in Appendix A of this SCEA.

Toxic Air Contaminants Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

7 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, Thresholds of Significance

State CEQA Guidelines Appendix G

Would the Project:

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; or*

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.*

2006 L.A. CEQA Thresholds Guide and SCAQMD Thresholds

For this analysis the State CEQA Guidelines Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the 2006 L.A. CEQA Thresholds Guide (Thresholds Guide) and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

Construction

The Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and

- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[8]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.
- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 μg/m^3] over a 1-hour period or 9.0 ppm [10,350 μg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 μg/m^3] over a 1-hour period, 0.1 ppm [188 μg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 μg/m^3] averaged over an annual period).
- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 μg/m^3 or 1.0 μg/m^3 PM_{10} averaged over an annual period.

Operation

The Thresholds Guide bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[9] However, as discussed above, the City is using Appendix G as the thresholds of significance for this analysis. Specifically, the analysis utilizes factors and considerations identified in the Thresholds Guide and SCAQMD Thresholds, as appropriate,

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8 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

9 SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.

to assist in answering the Appendix G Threshold questions. Accordingly, the following thresholds from the SCAQMD handbook serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[10] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[11,12]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[13]

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 μg/m^3 or 1.0 μg/m^3 PM_{10} averaged over an annual period.[14]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

Toxic Air Contaminants

The Thresholds Guide states that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City will use Appendix G as the thresholds of significance. The criteria identified above from the Thresholds Guide will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to

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10 *For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.*

11 *City of Los Angeles, L.A. CEQA THRESHOLDS GUIDE, 2006, P. B.2-5.*

12 *SCAQMD Air Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.*

13 *SCAQMD, Final Localized Significance Threshold Methodology, revised July 2008.*

14 *SCAQMD, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and $PM_{2.5}$ Significance Thresholds, October 2006.*

evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[15]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[16] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria shall be used to evaluate a project's consistency with SCAQMD and SCAG regional plans and policies, including the AQMP, consistent with the Appendix G thresholds:[17]

- Will the Project result in any of the following:
    - – An increase in the frequency or severity of existing air quality violations;
    - – Cause or contribute to new air quality violations; or
    - - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?
- Will the Project exceed the assumptions utilized in preparing the AQMP?
    - - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
    - - Does the Project include air quality mitigation measures; or
    - - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

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15 *SCAQMD, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).*

16 *Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.*

17 *SCAQMD, CEQA Air Quality Handbook, April 1993, p. 12-3.*

Regulatory Compliance Measures

The Project would comply with the 2017 Los Angeles Green Building Code (LAGBC),[18] which builds upon and sets higher standards than those in the 2016 California Green Building Standards Code (CalGreen, effective January 1, 2017).[19]

Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and ten percent of vehicle parking (40 stalls) that are pre-wired for electric vehicle charging.

a. Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

SCAQMD CEQA Air Quality Handbook Policy Analysis and SCAG 2016-2040 RTP/SCS Consistency

The following analysis addresses the Project's consistency with applicable SCAQMD and SCAG policies, including the SCAQMD's 2016 AQMP and growth projections within the SCAG 2016–2040 RTP/SCS. In accordance with the procedures established in the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the Project's consistency with applicable SCAQMD and SCAG policies:

- Would the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations;
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

With respect to the first criterion, as discussed later in this section, localized concentrations of NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ have been analyzed for the Project. SO_2 emissions would be negligible during

18 *LA Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building*

19 *California Building Codes: http://www.bsc.ca.gov/Codes.aspx*

construction and long-term operations (see **Tables 6.III-6 and 7**, respectively later in this section), and thus, would not have the potential to cause or affect a violation of the SO_2 ambient air quality standard. Since VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in O_3 formation, VOCs are classified as a precursor pollutant, and only a regional emissions threshold has been established.

Particulate matter is the primary pollutant of concern during construction activities, and thus, the Project's PM_{10} and $PM_{2.5}$ emissions during construction were analyzed in order to: (1) ascertain potential effects on localized concentrations, and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for PM_{10} and $PM_{2.5}$. As demonstrated in the analysis below (see **Table 6.III-6** later in this section), the increases in PM_{10} and $PM_{2.5}$ emissions during construction would not exceed the SCAQMD-recommended significance thresholds at sensitive receptors in proximity to the Project Site.

Additionally, the Project's maximum potential NO_X and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. As shown in **Table 6.III-6** later in this section NO_X and CO would not exceed the SCAQMD-recommended localized significance thresholds. Therefore, Project construction would not result in a significant impact with regard to localized air quality.

Because the Project would not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations.[20] As indicated under Threshold (d), no intersections would require a CO hotspot analysis, and impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing CO violation or cause or contribute to new CO violations.

As discussed below, an analysis of potential localized operational impacts from on-site activities was conducted. As demonstrated in the analysis below (see **Table 6.III-8** later in this section), localized NO_2 as NO_X, CO, PM_{10}, and $PM_{2.5}$ operational impacts would be less than significant. Therefore, the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

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20 *SCAQMD, CEQA Air Quality Handbook, Chapter 12, Assessing Consistency with Applicable Regional Plans, 1993.*

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it 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 and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

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; these are used by SCAG in all phases of implementation and review. According to the California Department of Finance, the population for the City in 2019, which was the last year the American Community Survey was prepared, was approximately 3,963,408 persons. In 2040, the City of Los Angeles is anticipated to have a population of approximately 4,609,400 persons.

Based on a household size factor of 2.74 persons per household in the City in 2019, the Project is estimated to generate a residential population of 290 persons from the live/work units at full buildout, which would represent approximately 0.04 percent of the population growth forecasted by SCAG in the City between 2017 and 2040.[21]

Development of the Project also would result in approximately 275 employment positions on-site. According to the 2016–2040 RTP/SCS, the employment forecast for the City of Los Angeles in 2012 was approximately 1,696,400 employees. In 2040, the City of Los Angeles is anticipated to have approximately 2,169,100 employees. Thus, the Project's estimated 275 employees would constitute approximately 0.04 percent of the employment growth forecasted between 2012 and 2040. Because the Project's resulting residential and employment growth would fall well within the growth forecasts for the City and similar projections form the basis of the 2016 AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds (b), (c), and (d), the Project would result in significant air quality impacts for regional emission level prior to mitigation. However, all emission levels would be reduced to an acceptable level with implementation of **MM-AQ-1**, as discussed in detail below. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

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21 *Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.*

With regard to land use developments such as the Project, 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 of Los Angeles, SCAQMD, and SCAG.

The Project would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an existing urbanized area that would concentrate new residential, office, restaurant, and retail uses within an HQTA designated by SCAG in the 2016 RTP/SCS.

"Green" principles are 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.

As demonstrated in the following analyses, 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 2006 24-hour $PM_{2.5}$ NAAQS for the Basin. Directly applicable to the Project, the 2016 AQMP proposes robust NO_X reductions from commercial cooking and residential and commercial appliances, as well as commercial space heating. 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.

The Project Site is classified as having a "Heavy Manufacturing" General Plan Land Use Designation in the Central City North Community Plan and conditionally allows Joint Living and Work Quarters through a discretionary process, as well as restaurants and retail uses. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Since 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. In addition, the RTP/SCS' assumptions about growth in the City accommodate housing, population, and job growth on this site. Therefore, the air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2016-2040 RTP/SCS and 2016 AQMP. **Therefore, Project impacts related to consistency with the AQMP would be less than significant.**

City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking, thereby facilitating a reduction in VMT, in addition to bicycle parking. Also, the Project would be consistent with the existing land use pattern in the vicinity that concentrates urban density along major arterials and near transit options. The Project also includes primary entrances for pedestrians and bicyclists that would be safe, easily accessible, and a short distance from local Metro bus stops.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 6.III-4**, the Project is consistent with the applicable policies in the Air Quality Element. The Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage use of alternative modes of transportation. **Therefore, Project impacts related to consistency with the Air Quality Element would be less than significant.**

Table 6.III-4
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (i.e., Rule 403) and mitigation.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would minimize particulate emissions from unpaved facilities through best practices and/or SCAQMD rules (i.e., Rule 403).
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The Project would be located in Downtown Los Angeles, an urban area with significant infrastructure to provide alternative transportation modes, including proximity to Metro bus routes, Metro Rapid, and Metro Rail Gold Line service at the Little Tokyo/Arts District station 1.5 miles to the north. As part of the Project, a Transportation Demand Management (TDM) program is proposed to help offset any potential impacts.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** It is anticipated that companies and tenants occupying the Project would encourage telecommuting and include appropriate facilities.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** As part of the Project, a Transportation Demand Management (TDM) program is proposed to encourage transit use and alternative transportation modes.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** As part of the Project, a Transportation Demand Management (TDM) program is proposed to encourage transit use and alternative transportation modes, including by way of example unbundling of parking leases. The provision of 110 short- and long-term bicycle parking spaces could reduce demand for auto parking.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** With mitigation, the Project would not result in significant traffic impacts during peak hours at any of the 12 study intersections.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project would be entitled through the City, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and would be required to obtain CEQA clearance at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact,	**Not Applicable.** This policy calls for City updates to its General Plan.

Table 6.III-4
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
efficient urban form and to promote more transit-oriented development and mixed-use development.	
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide residents with proximate access to jobs, shopping, and other uses. The Project's commercial uses would serve Project residents and the others in the vicinity (thereby reducing VMT) that would otherwise be required to travel to similar uses elsewhere in the community.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilitate alternative transportation modes, including close proximity to bus routes and Metro Rail service to the north. The inclusion of 145 short- and long-term bicycle parking spaces would support this policy, along with electric vehicle charging facilities at ten percent of parking spaces on-site.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would be located in an urban area with significant infrastructure to facilities alternative transportation modes, including close proximity to Metro bus routes (e.g., 18, 52, 60, 62, 66), Metro Rapid 720 and 760, and Metro Rail Gold Line service at the Little Tokyo/Arts District station 1.5 miles to the north. As part of the Project, a Transportation Demand Management (TDM) program is proposed to encourage transit use and alternative transportation modes.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for City changes in operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for City changes in operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for the City's Department of Water and Power to make changes in operations of the City's energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption.

Table 6.III-4
Project Consistency With City Of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to make changes in its own emissions from its fleet vehicles.
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City's Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: DKA Planning, 2019.	

Cumulative Impacts

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Each related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. **Therefore, the Project's contribution to the cumulative impact would not be considerable and thus, would be less than significant.**

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?

Less Than Significant Impact with Mitigation.

Construction

Construction-related emissions were estimated for the Project using the SCAQMD's CalEEMod 2016.3.2 model, based on assumptions from the Project's developer, including the Project's construction schedule of 24 months. **Table 6.III-5** summarizes the potential construction schedule that was modeled for air quality impacts.

Table 6.III-5
Potential Construction Schedule

Phase	Duration	Notes
Demolition	Month 1	1,687 tons of demolition material
Site Preparation	Month 2 (one week)	
Grading	Months 2-4	38,985 cubic yards of material exported
Building Construction	Months 5-25	
Architectural Coatings	Months 23-24	
Source: DKA Planning, 2019.		

Regional Emissions

Construction activity has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. Fugitive dust emissions would primarily result from grading activities. NOX emissions would primarily result from the use of construction equipment and truck trips. During the building finishing phase, paving and the application of architectural coatings (e.g., paints) would potentially release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As stated above, it is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional PM2.5 and PM10 emissions associated with construction activities by approximately 61 percent.

This analysis also assumes a single-trip haul distance of up to 17 miles to the Puente Hills Materials Recovery Facility. However, closer locations may be determined feasible, which would result in lower emissions for the Project.

As shown in **Table 6.III-6,** the construction of the Project would not produce VOC, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions in excess of SCAQMD's regional thresholds. However, NO_X emissions from diesel-fueled engines operating during the demolition phase would exceed the daily thresholds. Because this pollutant is a precursor regional O_3 formation, construction of the Project could contribute substantially to an existing violation of ozone air quality standards due to NO_X emissions. **Mitigation is proposed below to reduce these levels to a less than significant amount, and NOx would be reduced to an acceptable level with implementation of MM-AQ-1, as discussed in detail below (see Table 6.III-8 for Estimated Daily Construction Emissions - Mitigated). However, without mitigation, this construction related impact to regional thresholds is potentially significant.**

Table 6.III-6
Estimated Daily Construction Emissions - Unmitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2020	11	105	85	<1	8	5
2021	7	56	65	<1	6	4
2022	37	63	80	<1	7	4
Maximum Regional Total	**3**	**105**	**85**	**<1**	**8**	**5**
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Maximum Localized Total	**36**	**61**	**67**	**<1**	**3**	**3**
Localized Threshold	--	106	2,406	--	70	24
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**
Does not assume implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)						
Source: DKA Planning, 2019, based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 200-meter distances to receptors in Central LA source receptor area.						

Mitigation Measure

To ensure that the Project's regional construction-related NO_x emissions would not exceed SCAQMD's significance threshold and substantially contribute to potential regional exceedances of the ozone standard, the following mitigation measure is required:

MM-AQ-1. All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/U.S. EPA standards.

Level of Significance after Mitigation

Following application of **MM-AQ-1**, Project impacts on regional emission levels during the construction phase would be mitigated to below SCAQMD regional thresholds, as illustrated in **Table 6.III-7**.

Table 6.III-7
Estimated Construction Daily Emissions - Mitigated

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2020	4	77	94	<1	5	4
2021	3	43	69	<1	5	3
2022	33	53	85	<1	5	4
Maximum Regional Total	**33**	**77**	**94**	**<1**	**5**	**4**
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)

Source: DKA Planning, 2019 based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 200-meter distances to receptors in Central LA source receptor area.

All other Project-related impacts on regional air quality and localized air quality would be less than significant.

<u>Localized Emissions</u>

In addition to maximum daily regional emissions, maximum localized (onsite) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[22] LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard and are based on the most recent background ambient air quality monitoring data (years 2015 to 2017) for the Project Site area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the Central LA SRA based on construction site acreage that is less than or equal to two acres. Potential impacts were evaluated at the closest off-site sensitive receptor, which is the Loft 726 multi-family residences at 726 Santa Fe Avenue, about 930 feet east of the Project Site. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 200 meters.

As shown in **Table 6.III-6,** the Project would not produce emissions in excess of SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions that exceed localized thresholds recommended by the SCAQMD.

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22 *SCAQMD, LST Methodology Appendix C-Mass Rate LST Look-up Table, revised October 2009.*

These estimates assume the use of Best Available Control Measures (BACM) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed three times daily during grading activities and minimizing tracking of dirt onto local streets. **Therefore, the Project's construction-related impacts on localized air quality would be less than significant.**

Operation

<u>Regional and Localized</u>

Operational emissions of criteria pollutants would come from area sources and mobile sources. 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.

The Project would also contribute long-term emissions to the region primarily from motor vehicles that access the Project Site. The Project could add up to 1,862 net vehicle trips on a peak weekday at the start of operations in 2023.[23]

As shown in **Table 6.III-8**, the Project would not exceed the SCAQMD's regional or localized significance thresholds. **Therefore, the operational impacts of the Project on regional and localized air quality would be less than significant.**

Table 6.III-8
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	6	<1	9	<1	<1	<1
Energy Sources	<1	1	1	<1	<1	<1
Mobile Sources	4	21	61	<1	18	5
Regional Total	**16**	**17**	**81**	**<1**	**15**	**4**
Existing Sources	-2	-7	-22	-<1	-5	-2
Net Regional Total	**14**	**10**	**59**	**<1**	**10**	**2**
Regional Significance Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	**3**	**<1**	**7**	**<**	**<1**	**<1**
Localized Significance Threshold	**N/A**	**106**	**2,406**	**N/A**	**17**	**6**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: DKA Planning, 2019, based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 200-meter distances to receptors in Central LA source receptor area.						

23 *Linscott Law & Greenspan, Traffic Impact Study 1024 Mateo Street Mixed-Use Project, March 2019.*

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Because the area is heavily populated by industrial and manufacturing facilities, there are very few sensitive receptors in the area. These include but are not limited to the following:

- Loft 726, multi-family residences, 726 Santa Fe Avenue; 930 feet northeast of the Project Site.

- Multi-family residences, 712 Santa Fe Avenue; 980 feet northeast of the Project Site.

- Metropolitan High School, 727 Wilson Street; 980 feet northwest of the Project Site.

Construction

Substantial pollutant concentrations could involve pollutants above threshold concentrations or Toxic Air Contaminants (TACs). Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 6.III-2**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of 10 excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 6.III-6**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are generally within 25 meters of the Project's construction activities. Thus, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

Average daily emissions of diesel PM would be less than one pound per day throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site residential locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 30 months, and the magnitude of daily diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less-than significant impact. **Therefore, construction of the Project would not expose**

sensitive receptors to substantial TAC or other substantial concentrations, and this impact would be less than significant.

Operation

The Project Site would be developed with land uses that are not typically associated with TAC emissions. The primary sources of potential TACs associated with Project operations include diesel PM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[24] Based on this guidance, the Project would not include these types of land uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or TACs that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

CO Hotspots

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce the amount of emissions needed to trigger a potential CO hotspot.[25]

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a TAC by CARB based on chronic exposure to these emissions.[26] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term operations,

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24 *SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.*

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

26 *California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www. http://oehha.ca.gov/public_info/facts/dieselfacts.html*

the Project would not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that HRAs be conducted for substantial sources of diesel PM (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[27] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a HRA associated with on-site activities. **Therefore, Project impacts related to substantial pollutant concentrations including CO Hotspots, TACs, and diesel PMs would be less than significant.**

Cumulative Impacts

Overall, the Project would not result in any substantial emissions of TACs during the construction or operations phase.

<u>Construction</u>

As discussed above, the Project's construction-related air quality emissions and cumulative impacts would be less than significant. The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. As shown above, a majority of the construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's localized significance thresholds. **Thus, the Project's contribution to cumulative air quality impacts due to localized emissions would be less than significant.**

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. **As such, given the short-term nature of these activities, cumulative TAC emission impacts during construction would be less than significant.**

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

Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. **Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a significant cumulative impact.**

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project Sites. The Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the Project would not cause an odor nuisance.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project's proposed land uses would not result in activities that create objectionable odors. **Therefore, Project impacts related to odors would be less than significant.**

Individual projects that generate odors would not contribute considerably to any potential cumulative impact. As the Project's odors during construction and operation would not exceed any applicable significance threshold, the Project's contribution to any cumulative odor impact would not be considerable, and cumulative impacts related to odors would be less than significant.

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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?	☐	☐	☐	☒

The information and analysis of the Project's potential impacts to biological resources is based primarily on the following (refer to Appendix B):

B *Tree Inventory and Report*, 1024 Mateo Street, The Urban Lumberjack, October 4, 2016.

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 is located in an urbanized and developed area of the City and is roughly 2,100 feet west of the Los Angeles River. The Site is developed with a surface parking lot and an automotive service building that is currently being used by a month to month tenant. Additionally, there are six trees located on and near the Project Site (three trees on the 2023 East Sacramento Street side of the Project Site and three trees in the public right-of-way fronting Mateo Street) in which a species or habitat could exist. All six trees will be removed as part of the Project. Based on the Tree Inventory and Report, which is attached as Appendix B to this SCEA, none of the six trees would qualify for the designation of Protected Tree under the species requirements set in City Ordinance No. 177,404. Also, 41 new trees would be planted on the Project Site as part of the Proposed Project, which would replace those that are proposed to be removed, consistent with Ordinance replacement provisions. Thus, the Project would not 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. **Therefore, impacts 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 is located in an urbanized and developed area of the City. The Site is developed with a surface parking lot and an automotive service building that is currently being used by a month to month tenant. The Site does not contain any riparian habitat or sensitive natural community. 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, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. **Therefore, no impacts related to this issue would occur.**

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 is located in an urbanized and developed area of the City. The Site is developed with a surface parking lot and an automotive service building that is currently being used by a month to month tenant. The Site does not contain wetlands or other areas subject to the jurisdiction of the US Army Corps of Engineers, California Department of Fish and Wildlife, or State Water Resources Control Board under the Clean Water Act. Thus, the Project would not have a substantial adverse effect on state or federally protected wetlands**. Therefore, no impacts related to this issue would occur.**

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?

No Impact. The Project Site is located in an urbanized and developed area of the City. The Site is developed with a surface parking lot and an automotive service building that is currently being used by a month to month tenant. The Project Site is not part of a significant wildlife corridor. Additionally, there are no waterways located in the vicinity of the Project Site that could be used by migratory fish, and there are no wildlife nursery sites in the area. However, the Project is located within the City's River Improvement Overlay (RIO) District, which requires the Project to obtain administrative clearance from the City that identifies compliance with landscaping and other design standards to minimize impacts to the Los Angeles River.

Additionally, the Project Applicant 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 15^{th} to August 15^{th}) to ensure that significant impacts to migratory birds associated with tree removal would not occur. Compliance with these existing regulations would ensure impacts related to nesting birds would be less than significant.

Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish, wildlife species, or with established native resident or migratory wildlife corridors, and/or impede the use of native wildlife nursery sites. **Therefore, no Project impacts related to this issue would occur.**

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The Project Site is located in an urbanized and developed area of the City. The Site is developed with a surface parking lot and an automotive service building that is currently being used by a month to month tenant. There are six trees located on and near the Project Site in which a species or habitat could exists, none of which would allow a conflict of a local policy or ordinance protecting biological resources since they Mexican Fan Palms and Trees of Heaven, which are not common to migratory birds. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources. **Therefore, no impacts related to this issue would occur.**

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?

No Impact. The Project Site is located in an urbanized area of the City. There are no identified Significant Ecological Areas (SEAs) within the vicinity of the Project Site, and the Site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan.[1] Thus, 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.**

Cumulative Impacts

All of the related projects 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 are not part of a wildlife corridor or 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 Migratory Bird Treaty Act (MBTA). For those projects located in the RIO supplemental use district, all projects would require administrative clearance from the City before a permit is issued. 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.**

[1] *City of Los Angeles General Plan Conservation Element, Exhibit B2.*

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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?	☐	☒	☐	☐

The information and analysis of the Project's potential impacts to archaeological resources is based primarily on the following (refer to Appendix C):

C-1 *Archaeological Resources Assessment*, 1024 Mateo Street, SWCA, May 2019*.*

C-2 *Native American Heritage Commission,* Native Lands File Search, April 25, 2019.

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

No Impact. CEQA requires a lead agency to analyze whether historic resources may be adversely affected by a proposed project. Under CEQA, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). First, the determination must be made whether the project involves cultural resources. Second, if cultural resources are present, the project must be analyzed for a potential "substantial adverse change in the significance" of the resource. CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the National Register of Historic Place (NRHP), California Register of Historical Resources (CRHR), or local register. A project-related significant adverse effect would occur if a project were to adversely affect a historical resource meeting one of the above definitions.

The Project Site was not identified as eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or for designation as a City of Los Angeles Historic-Cultural Monument. The buildings on the Project Site do not appear to be individually eligible for listing in the National Register, the California Register, or as an HCM, nor do the buildings appear to be a contributor to a potential Historic Preservation Overlay Zone (HPOZ). Thus, the buildings do not meet the criteria to be considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. **Thus, demolition of the existing structures and development of the Project would not result in any impacts related to historical resources and no impact would occur.**

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant With Mitigation Incorporated. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community.

Search Results

<u>CHRIS</u>

The CHRIS records search identified a total of five previously documented archaeological resources within a 0.5-mile radius of the Project Site, none of which was recorded within the Project Site. Four of the resources are Historic-period archaeological sites, of which three contained only small quantities of historic materials (P-19-03777, P-19-004192, P-19-004193). The fourth site, P-19-003683, was identified during construction monitoring in 2003 for the North Outfall Sewer–East Central Interceptor near the intersection of Mission Road and Jesse Street, north of 7th Street, on the east side of the Los Angeles River. The site included more than 100 artifacts deposited between the 1880s and 1930s. In addition to the resources identified in the 0.5-mile radius, SWCA and their subsequent Archaeological Resources Assessment also acquired records for Site P-19-003287 (LAN-4460H). This is a Historic-period archaeological site that consisted of early twentieth-century refuse deposits and structural foundations. The site was buried below existing developments and identified in 2004 during construction monitoring for the

La Kretz Innovation Campus Project, located within the Arts District neighborhood approximately 0.75 mile north of the Project Site.

The closest sites with physical remains that could be reliably associated with Native Americans are located approximately 1.5 miles north of the Project Site, near Union Station and the MWD Headquarters building. These include four sites: P-19-00007, P-19-001575/H, P-19-004662, and P-19-100515. Of these sites, only P-19-001575/H included a large and diverse assemblage of artifacts and features, which included human remains, in a location that largely retained its physical integrity. The materials identified at P-19-00007, P-19-004662, and P-19-100515 include only isolated artifacts recovered from settings subject to extensive disturbances, both from historical developments and flooding along the Los Angeles River, which posed significant constraints on the ability of the resources to provide important scientific information and contribute to the understanding of Native American lifeways.

LAN-4460H was a site with archaeological resources from the Historic period that was identified in 2014 by Environmental Science Associates during construction monitoring within the boundaries of a city block bound by Fifth Street to the north, Colyton Street to the west, Palmetto Street to the south, and South Hewitt Street to the east. The site was recommended eligible for CRHR under Criterion 4, above. The period of significance for the site is 1887 to 1923, corresponding to the residential use of the site. The site was recorded during construction of the La Kretz Innovation Campus Project, and the results were documented in a technical report submitted to the Los Angeles Department of Water and Power (LADWP). That project area and surrounding neighborhood were developed at the same time in the 1880s as the current Project Site and went through similar cycles of redevelopment through the 1920s during the conversion of the property into more industrial uses.

<u>Native American Archaeological Resources File Search</u>

On April 25, 2019, SWCA received the results of a Sacred Lands File (SLF) search from the NAHC. The NAHC letter indicated negative results. The NAHC letter is included within Appendix C.

No archaeological resources with Native Americans components were identified in a CHRIS records search within the Project Site and a 0.5-mile radius. The SLF records search did not identify any sacred lands or sites in the Project Site. The closest known sites with Native American-affiliated materials on file at the CHRIS are mapped in approximately 1.5 miles north of the Project Site, between the Los Angeles Plaza, Union Station, and MWD Headquarters building. The Gabrielino village known as Yaanga and several other important Historic-period Gabrielino sites were located in the same approximate area, more than one mile from the Project Site.

Project Impacts

Historic-Period Archaeological Resources

Zanja No. 1

One segment of the Los Angeles zanja system was historically located approximately 250 feet from the Project Site, between Mateo and Wilson Streets (Zanja No. 1). As detailed in Appendix C-1, Archaeological Resources Assessment, a zanja system was a series of irrigation ditches that brought water from the now LA River to the homes and fields of Los Angeles. A second, unnamed branch of the zanja was also mapped 300 feet east of the Project Site. While several overview maps depicting the zanja system trace the route of Zanja No. 1 either within or very near the Project Site, an 1891 survey map was able to more precisely and reliably confirm its relative location. As shown in Appendix C-1, Zanja No. 1 survey map depicts the main channel of Zanja No. 1 as being constructed of a concrete conduit in the parcels northwest of the Project Site and then transitioning into a wooden flume, within the former Leck property, directly east of the Project Site. Because the 1891 survey map was drawn to scale and depicted streets that are close to their current alignments, the map can be considered a reliable source for assessing the sensitivity for any physical remains of the zanja system within the Project Site and supports the conclusion that the Project Site has a low sensitivity for Zanja No. 1 and any other zanja system components.

Household and Industrial Refuse and Building Foundations

A CHRIS records search and archival research identified five archaeological resources, four of which are Historic-period sites, within a 0.5-mile radius of the Project Site. As mentioned above, one additional archaeological site, LAN-4460H, was identified in the CHRIS search, although it was located outside the 0.5-mile radius. Archival research documents the land use history of the Project Site in its conversion from agriculture in the mid-nineteenth century, to mixed residential and industrial properties in the 1880s, to primarily industrial uses after the 1910s. The historical developments of LAN-4460H closely resemble those within the current Project Site: both were developed in the 1880s with residences and went through similar cycles of redevelopment through the 1920s during the conversion of the neighborhood into more industrial uses. Although some of the features associated with the initial residences at LAN-4460H were disturbed by the construction of warehouses (which were still present when construction was initiated in 2015), the concrete warehouse foundations apparently required very little excavation before being poured and the archaeological deposits largely retained their integrity. The likelihood of encountering similar Historic-period archaeological resources within the current Project Site is considered very high.

Prior to the development of the Project Site, the Project Site was partially within a former corn field identified on maps published between 1849 and 1857. Plowing and other ground disturbances from any other agricultural uses would have disturbed any native surface sediments and displaced any archaeological material that might have been located within the Project Site.

Historic-period archaeological resources could be preserved below the current ground surface, especially within any sediments identified as artificial fill. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the residential neighborhood from the 1890s to the mid-1920s. Refuse was commonly deposited in trash pits and privies prior to the establishment of sewer lines and trash services. Because these types of historical features were originally excavated into pits, which can extend several feet below the surface, they are frequently found preserved below subsequent modifications. The various industrial uses of the Project Site from the mid-1920s through the 1950s are also likely to occur as archaeological deposits such as pieces of refuse, hardware, tools, buildings materials, machine parts, as well as former building foundations or other structural remains. The preservation potential is reduced in at least some portions of the Project Site as a result of the construction and removal of some subterranean structures in the Project Site after 1970.

A geophysical survey conducted as part of the Phase II ESA for the Project Site identified several subsurface anomalies, which are also frequently used to detect buried archaeological features. An anomaly in the southwestern portion of the Project Site was interpreted as the location of the island pumps and one of the Underground Storage Tanks (USTs), which suggested that the UST was likely removed and backfilled as a 1975 permit suggested. Any archaeological features once located in the footprint of this anomaly was likely destroyed and the sensitivity is considered to be low for that location. Plotting the geophysical survey results onto the 1906 Sanborn map shows no obvious correlations that would suggest the presence of intact foundations, but the variability in the results across the survey area suggests there is likely to be portions of the Project Site that have been subject to less disturbance than others and have an increased likelihood of preserving intact archaeological features.

Thus, the Project Site has a high sensitivity for containing Historic-period (non-Native American) archaeological resources. Implementation of mitigation measures CULT-MM-1 through CULT-MM-4, below, addressing Historic-period archaeological resources are provided below to help reduce this potential impact to a less than significant level.

Considerations for Resource Significance

For an archeological site to be considered CRHR eligible, it must be considered significant under one of the four CRHR criteria for evaluation and possess the quality of integrity. Significance for most archaeological sites of the types identified near the Project Site are typically found under Criterion , namely it will yield information important in the prehistory of the area, but significance can also be found eligible under Criteria 1 and 2 where the archaeological materials can be correlated with a historically significant event or person. The nature of Historic-period refuse scatters and building foundations are such that they are not commonly found eligible for the CRHR under Criterion 3, i.e., refuse scatters and buildings foundations do not typically convey any distinctive characteristics in type, period, region, or method, and they are not the focus of masterful design or artistry.

Archival research identified 13 single-story dwellings once present within the Project Site that were constructed prior to 1905. Initial research on the occupants of these buildings demonstrates that documentary evidence is available that could be used to establish connections with any refuse identified within the Project Site. Archaeological features associated with the early residential use of the Project Site have a high likelihood of occurring within the Project Site. Therefore, archaeological resources associated with the occupation of dwellings once located on the Project Site are likely to contribute to our understanding of history and rise to the level of significance under Criterion 4. However, assessing the integrity of archaeological materials is important for establishing the eligibility of sites under Criterion 4. The integrity of any refuse deposits or building foundations depends on whether or not surfaces or features are preserved, and also includes the potential for identifying and analyzing horizontal and vertical spatial patterning in past behavior. As a result, a site with poor integrity often has a diminished capacity to yield information important in history (Criterion 4).

If present, Historic-period refuse scatters or building foundations have the potential to be significant and would require mitigation to avoid potentially significant impacts. Implementation of CULT-MM-1 through CULT-MM-4, below, will ensure that previously unrecorded archaeological resources are properly identified by a qualified archaeologist so that they can be evaluated for the CRHR under the applicable criteria. Specifically, CULT-MM-4 requires an archaeological monitor to be present during excavation or grading in the area of sensitivity so that any Historic-period archaeological sites are identified, and impacts are avoided. CULT-MM-2 requires preparation of an Archaeological Resources Monitoring and Mitigation Plan (ARMMP) that addresses the means by which CRHR eligibility will be assessed in the event of a discovery. This includes but is not limited to the considerations under Criterion 1, 2, and 4 discussed above. The ARMMP will also outline a procedure for treatment of any Historic-period archaeological sites determined to be historical resources under CEQA such that potentially adverse impacts are reduced to less than significant levels.

Mitigation Measures

Construction at the Project Site would adhere to applicable regulatory compliance measures intended to avoid or to reduce significant impacts to archeological resources in the event of a discovery during grading, excavation, or other ground disturbing activities. As noted above, certain soils at the Project Site have high sensitivity based on reviewed archival materials and databases. Given the likelihood of encountering previously unrecorded resources, mitigation measures are required to ensure that potential impacts to archeological resources that may be present in the Project Site are less than significant. The mitigation measures recommended here have been developed in accordance with, and incorporate the performance standards of the

Secretary of the Interior's Standards for professional archaeology, Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Sections 15064.5 and 15126.4 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1, Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format*, and the guidelines of the City of Los Angeles General Plan Conservation Element.

The recommended mitigation measures provide a framework for mitigating impacts to a variety of resource types. Under CULT-MM-2, an ARMMP must be prepared that further describes treatment of the specific archaeological resources that may be identified during the archaeological monitoring (implemented under CULT-MM-4) and outlines protocols to follow in the event that a resource is found to meet CRHR eligibility criteria. The recommended mitigation measures are as follows:

- **CULT-MM-1: Retain a Qualified Archaeologist.** Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards.

- **CULT-MM-2: Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP).** Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in CULT-MM-3), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

  The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to any archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource, shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

- **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained.

- **Historic-period archaeological sites.** If a Historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:

    - **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the Project Site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.

  - **Treatment Under Criterion 3:** Architectural documentation of exposed features shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity.

  - **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1.

- **CULT-MM-3: Worker Environmental Awareness Program (WEAP) Training.** Before the commencement of initial demolition or excavation at the Project Site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the regulatory compliance requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent.

- **CULT-MM-4: Monitoring for Archaeological Resources.** Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile soil strata) below a certain depth or within a certain portion of the Project Site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any archaeological resources identified shall be documented on appropriate

California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 12 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

Level of Significance with Mitigation

Overall, the Archaeological Resources Assessment included a review of historical archival sources and archaeological records. A CHRIS records search did not identify any known archaeological sites in the Project Site. The SLF results returned by the NAHC were negative. Background research indicates that subsurface archaeological deposits are commonly encountered during construction projects in downtown Los Angeles and previously unrecorded Historic-period archaeological sites have a high likelihood of occurring within the Project Site. Specifically, there is potential to encounter domestic and industrial refuse associated with residences from about 1891 to 1938, as well as construction material and building foundations associated with the residences, as well as those from several industrial and commercial buildings present after 1925. These resources have the highest probability to occur in the soil strata defined as fill, which are estimated to extend at least 2 feet below the surface. Without mitigation, physical destruction of an archaeological resource eligible for listing in the CRHR would result in a potentially significant impact. To address potential impacts to previously undiscovered archaeological resources, the Project will be required to retain a qualified archaeologist (CULT-MM-1) who will be producing and implementing a detailed ARMMP (CULT-MM-2 and CULT-MM-4) and conducting worker training (CULT-MM-3). Doing so will ensure any archaeological sites encountered will be identified and a determination made if the sites are unique archaeological resources. **Therefore, with mitigation, potential impacts to archaeological resources would be reduced to a less than significant level.**

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. Although the Project Site has been subject to grading and development in the past, the Project would require excavations at a depth of approximately 25 feet below ground surface. A significant adverse effect could occur if grading or excavation activities associated with a project could disturb human remains. However, no human remains are known to exist at the Project Site. In accordance with the State's Health and Safety Code Section 7050.5, 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 Public Resources Code. 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 the regulatory standards and mitigation measures (CULT-MM-1 through CULT-MM-4) described above, potential Project impacts to human remains would be less than significant.**

Cumulative Impacts

As discussed above, the Project would not result in indirect or direct 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 and paleontological 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 and/or mitigation similar to Mitigation Measures CULT-MM-1 through CULT-MM-4 related to the discovery of archaeological resources, as well as existing state and City regulations related to discovery of paleontological resources and human remains. **For these reasons, cumulative impacts related to archaeological and paleontological resources and human remains would not be cumulatively considerable and less than significant.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Regulatory Setting

Federal

First established by the U.S. Congress in 1975, the Corporate Average Fuel Economy (CAFE) standards reduce energy consumption by increasing the fuel economy of cars and light trucks. The National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA) jointly administer the CAFE standards. The U.S. Congress has specified that CAFE standards must be set at the "maximum feasible level" with consideration given for: (1) technological feasibility; (2) economic practicality; (3) effect of other standards on fuel economy; and (4) need for the nation to conserve energy.[1]

State

Building Energy Efficiency Standards

The Building Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were first adopted in 1976 and have been updated periodically since then as directed by statute. The Building Energy Efficiency Standards contain energy and water efficiency requirements (and indoor

1 *United States Department of Transportation, CAFE standards, www.nhtsa.gov/fuel-economy, accessed on May 7, 2018*

air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings. Public Resources Code Sections 25402 subdivisions (a)-(b) and 25402.1 emphasize the importance of building design and construction flexibility by requiring the California Energy Commission (CEC) to establish performance standards, in the form of an "energy budget" in terms of the energy consumption per square foot of floor space. For this reason, the Building Energy Efficiency Standards include both a prescriptive option, allowing builders to comply by using methods known to be efficient, and a performance option, allowing builders complete freedom in their designs provided the building achieves the same overall efficiency as an equivalent building using the prescriptive option. Reference Appendices are adopted along with the Building Energy Efficiency Standards that contain data and other information that helps builders comply with the Building Energy Efficiency Standards.

The 2016 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Building Energy Efficiency Standards include improvements for attics, walls, water heating, and lighting, as well as alignment with the American Society of Heating, Refrigerating and Air-conditioning Engineers (ASHRAE) 90.1 2013 national standards. New efficiency requirements for elevators and direct digital controls are included in the nonresidential Building Energy Efficiency Standards. The 2016 Building Energy Efficiency Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. The Building Energy Efficiency Standards are enforced through the local building or individual agency permit and approval processes.[2]

California Green Building Standards Code

Part 11 of the Title 24 California Building Standards Code is referred to as the California Green Building Standards Code (CALGreen). The purpose of CalGreen is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." As of January 1, 2011, compliance with CalGreen is mandatory for all new buildings constructed in the state. CalGreen establishes mandatory measures for new residential and non-residential buildings, including energy efficiency, water conservation, material conservation, planning and design and overall environmental quality. CalGreen was most recently updated in 2016 (2016 CalGreen Code) to reflect regulatory changes that were made to Title 24 and to include Verification Guidelines for use by local building departments, builders, and designers, that is intended to highlight and clarify both mandatory and voluntary nonresidential. The updated 2016 CalGreen Code took effect on January 1, 2017. The Project would be required to comply with the lighting power requirements in the California Energy Code, CCR, Title 24, Part 6.

2 *CEC, 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings, June 2015.*

California Renewable Portfolio Standard

First established in 2002 under Senate Bill (SB) 1078, California's Renewable Portfolio Standards (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020.[3] The California Public Utilities Commission (CPUC) and the CEC jointly implement the RPS program. The CPUC's responsibilities include: (1) determining annual procurement targets and enforcing compliance; (2) reviewing and approving each investor-owned utility's renewable energy procurement plan; (3) reviewing contracts for RPS-eligible energy; and (4) establishing the standard terms and conditions used in contracts for eligible renewable energy. The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources and adopting regulations for the enforcement of RPS procurement requirements of public-owned utilities.

Senate Bill 350

Senate Bill (SB) 350, signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. The objectives of SB 350 are: (1) to increase the procurement of electricity from renewable sources from 33 percent to 50 percent by 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.[4]

Assembly Bill 32

Assembly Bill (AB) 32 (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, commits the State to achieving year 2000 GHG emission levels by 2010 and year 1990 levels by 2020. To achieve these goals, AB 32 tasked the CPUC and the CEC with providing information, analysis, and recommendations to the California Air Resources Board (CARB) regarding ways to reduce GHG emissions in the electricity and natural gas utility sectors.[5]

Assembly Bill 1493/Pavley Regulations

AB 1493 (commonly referred to as CARB's Pavley regulations) was the first legislation to regulate GHG emissions from new passenger vehicles. Under this legislation, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles (cars and light-duty trucks) for model years 2009–2016. The Pavley regulations are expected to reduce GHG emissions from California's passenger vehicles by about 30 percent in 2016, all while improving fuel efficiency and reducing motorists' costs.[6]

Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS), established in 2007 through Executive Order S-1-07 and administered by CARB, requires producers of petroleum-based fuels to reduce the carbon intensity of their products, starting with 0.25 percent in 2011 and culminating in a 10-percent total reduction in 2020.

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3 *CPUC, California Renewables Portfolio Standard (RPS), www.cpuc.ca.gov/RPS_Homepage/, accessed May 7, 2018.*

4 *Senate Bill 350 (2015–2016 Reg, Session) Stats 2015, ch. 547.*

5 *Ibid.*

6 *Clean Car Standards - Pavley, Assembly Bill 1943, www.energy.ca.gov/low_carbon_fuel_standard/*

Petroleum importers, refiners and wholesalers can either develop their own low carbon fuel products or buy LCFS credits from other companies that develop and sell low carbon alternative fuels, such as biofuels, electricity, natural gas, and hydrogen.[7]

CARB's Advanced Clean Cars Regulation

Closely associated with the Pavley regulations, the Advanced Clean Car Standards emissions-control program (ACC program) was approved by CARB in 2012. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles for model years 2017-2025. The components of the ACC 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 2025 model years.[8]

Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

The Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling (Title 13, California Code of Regulations, Division 3, Chapter 10, Section 2435) was adopted to reduce public exposure to diesel particulate matter and other air contaminants by limiting the idling of diesel-fueled commercial motor vehicles. This section applies to diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds that are or must be licensed for operation on highways. Reducing idling of diesel-fueled commercial motor vehicles reduces the amount of petroleum-based fuel used by the vehicle.

Senate Bill 375, Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act of 2008, or Senate Bill 375 (SB 375), coordinates land use planning, regional transportation plans, and funding priorities to help California meet the GHG emissions reduction mandates established in AB 32. SB 375 specifically requires the Metropolitan Planning Organization (MPO) to prepare a "sustainable communities strategy" (SCS) as a part of its Regional Transportation Plan (RTP) that will achieve GHG emission reduction targets set by CARB for the years 2020 and 2035 by reducing vehicle miles traveled (VMT) from light-duty vehicles through the development of more compact, complete, and efficient communities.[9]

SCAG is the MPO for the area in which the Project Site is located. SCAG's first-ever SCS is included in the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), which was adopted by SCAG in April 2012. The goals and policies of the SCS that reduce VMT (and result in corresponding decreases in transportation-related fuel consumption) focus on transportation and land use planning that include building infill projects, locating residents closer to

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7 *Low Carbon Fuel Standard: Fuels and Transportation Division Emerging Fuels and Technologies Office, www.energy.ca.gov/low_carbon_fuel_standard/*

8 *CARB, California's Advanced Clean Cars Program, www.arb.ca.gov/msprog/acc/acc.htm, last reviewed by CARB January 18, 2017.*

9 *Sustainable Communities, www.arb.ca.gov/cc/sb375/sb375.htm*

where they work and play, and designing communities so there is access to high quality transit service. In 2016, SCAG adopted the 2016–2040 2016-2040 RTP/SCS.[10] The goals and policies of the 2016-2040 RTP/SCS are the same as those in the 2012–2035 RTP/SCS.

Senate Bill 1389

SB 1389 (Public Resources Code Sections 25300–25323) requires the development of an integrated plan for electricity, natural gas, and transportation fuels. The CEC must adopt and transmit to the Governor and Legislature an Integrated Energy Policy Report every two years. The most recently completed report, the 2016 Integrated Energy Policy Report, addresses a variety of issues including the environmental performance of the electricity generation system, landscaped-scale planning, the response to the gas leak at the Aliso Canyon natural gas storage facility, transportation fuel supply reliability issues, update on the Southern California electricity reliability, methane leakage, climate adaptation activities for the energy sector, climate and sea level rise scenarios, and includes the *California Energy Demand Forecast*. [11]

California Environmental Quality Act: Appendix G

In accordance with the California Environmental Quality Act (CEQA) and Appendix G, Energy Conservation, of the CEQA Guidelines, in order to assure that energy implications are considered in project decisions, EIRs are required to include a discussion of the potentially significant energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix G of the CEQA Guidelines provides a list of energy-related topics that should be analyzed in the EIR. In addition, while not described or required as significance thresholds for determining the significance of impacts related to energy, Appendix G provides the following topics that the lead agency may consider in the discussion of energy use in an EIR, where topics are applicable or relevant to the project:

- 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;

- 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;

10 *SCAG, 2016 RTP/SCS, dated April 2016.*

11 *CEC, 2016 Integrated Energy Policy Report, docketed January 18, 2017.*

- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Regional

SCAG's 2016-2040 RTP/SCS presents a long-term transportation vision through the year 2040 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. On April 7, 2016, the SCAG Regional Council adopted the 2016-2040 RTP/SCS, the mission of which is "leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians."[12] The 2016-2040 RTP/SCS includes land use strategies that focus on urban infill growth and walkable, mixed-use communities in existing urbanized and opportunity areas. More mixed-use, walkable, and urban infill development would be expected to accommodate a higher proportion of growth in more energy-efficient housing types like townhomes, apartments, and smaller single-family homes, as well as more compact commercial building types. Furthermore, the 2016-2040 RTP/SCS includes transportation investments and land use strategies that encourage carpooling, increase transit use, active transportation opportunities, and promoting more walkable and mixed-use communities, which would potentially help to reduce VMT.

The 2016-2040 RTP/SCS also establishes High-Quality Transit Areas (HQTA), which are described 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.[13] Local jurisdictions are encouraged to focus housing and employment growth within HQTAs to reduce VMT. The Project Site is located within an HQTA as designated by the 2016-2040 RTP/SCS.[14]

Local

Green LA: An Action Plan to Lead the Nation in Fighting Global Warming and ClimateLA

Green LA is the City's climate action plan. The plan, released in May 2007, sets forth a goal of reducing the City's GHG emissions to 35 percent below 1990 levels by the year 2030.[15] ClimateLA is the implementation program that provides detailed information about each action item discussed in the Green LA framework. ClimateLA includes focus areas addressing environmental issues including but not limited to energy, water, transportation, and waste.[16] The energy focus area includes action items with measures that aim to increase the use of renewable energy to 35 percent by 2020, reduce the use of coal-fired power plants, and present a comprehensive set of green building policies to guide and support private sector development.[17]

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12 *SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, dated April 2016.*

13 *SCAG, 2016–2040 RTP/SCS, p. 8.*

14 *SCAG, 2016–2040 RTP/SCS; Exhibit 5.1: High Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.*

15 *City of Los Angeles, Green LA: An Action Plan to Lead the Nation In Fighting Global Warming, May 2007.*

16 *City of Los Angeles, Climate LA: Municipal Program Implementing the GreenLA Climate Action Plan, 2008.*

17 *Ibid.*

City of Los Angeles Green Building Code

The City's Green Building Code is based on CalGreen (discussed above), which was developed and mandated by the state to attain consistency among the various jurisdictions within the state with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the City's Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and nonresidential)
- Alterations with building valuations over $200,000 (residential and non-residential)

Specific measures that may be incorporated into the Project could include, but are not limited to:

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Installation of a "cool roof" that reflects the sun's heat and reduces urban heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed concrete
- Use of sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible;
- Use of locally (within 500 miles) manufactured construction materials, where possible;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- 15 percent of the roof area set aside for future solar panels;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping;
- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to storm drain systems; and
- Provision of EV charging stations in the parking structure.

On December 20, 2016, the Los Angeles City Council approved Ordinance No. 184,692, which amended Chapter IX (Green Building Code) 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 filed on or after January 1, 2017, must comply with the provisions of the City's Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) nonresidential and high-rise residential buildings; and (3) additions and alterations to nonresidential and high-rise residential buildings. Article 9, Division 5 includes mandatory measures for newly constructed nonresidential and high-rise residential buildings.

City of Los Angeles Solid Waste Programs and Ordinances

The recycling of solid waste materials also contributes to reduced energy consumption. Specifically, when products are manufactured using recycled materials, the amount of energy that would have otherwise been consumed to extract and process virgin source materials is reduced. For example, in 2015, 3.61 million tons of aluminum was produced by recycling in the United States, saving enough energy to provide electricity to 7.5 million homes.[18] In 1989, California enacted AB 939, the California Integrated Waste Management Act, which establishes a hierarchy for waste management practices such as source reduction, recycling, and environmentally safe land disposal.[19] The City includes programs and ordinances related to solid waste. They include: (1) the City of Los Angeles Solid Waste Management Policy Plan, which was adopted in 1993 and is a long-range policy plan promoting source reduction for recycling for a minimum of 50 percent of the City's waste by 2000 and 70 percent of the waste by 2020; (2) the RENEW LA Plan, which is a Resource Management Blueprint with the aim to achieve a zero waste goal through reducing, reusing, recycling, or converting the resources now going to disposal so as to achieve an overall diversion level of 90 percent or more by 2025; (3) the Waste Hauler Permit Program (Ordinance 181,519), which requires all private waste haulers collecting solid waste, including construction and demolition waste, to obtain AB 939 Compliance Permits and to transport construction and demolition waste to City certified construction and demolition processing facilities; and (4) the Exclusive Franchise System Ordinance (Ordinance No. 182,986), which, among other requirements, sets maximum annual disposal levels and specific diversion requirements for franchised waste haulers in the City to promote solid waste diversion from landfills in an effort to meet the City's zero waste goals. These solid waste reduction programs and ordinances help to reduce the number of trips to haul solid waste, therefore reducing the amount of petroleum-based fuel, and also help to reduce the energy used to process solid waste.

2017 Power Strategic Long-Term Resource Plan

The 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) document serves as a comprehensive 20-year roadmap that guides LADWP's Power System in its efforts to supply reliable electricity in an environmentally responsible and cost effective manner. LADWP is currently in the process of finalizing their 2018 update to the SLTRP, which has not yet been fully finalized. The 2017 SLTRP re-examines and expands its analysis on the 2016 Final Power Integrated Resource Plan

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18 *American Geosciences Institute, How Does Recycling Save Energy?, www.americangeosciences.org/critical-issues/faq/how-does-recycling-save-energy, accessed May 7, 2018.*

19 *CalRecycle, History of California Solid Waste Law, 1985–1989 www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm, accessed May 7, 2018.*

resource cases with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent RPS, advanced energy efficiency, and higher levels of local solar, energy storage, and transportation electrification.

Recent updates include an updated 2016/17 Energy Efficiency Potential Study results with a target of 15 percent energy efficiency from 2017 through 2027, revised energy storage procurement targets, and completion of a distributed energy resources study titled, “Distributed Energy Resources Implementation Study (DERIS).” The 2017 SLTRP also includes numerous updates including new renewable projects, associated transmission upgrade cost and fuel cost assumptions, along with a host of other updates. The 2017 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 the existing mix of assets and providing the analytic results to inform the selection of a recommended case that is cost effective in reducing greenhouse gas emissions and maintains superior system reliability.

Early coal replacement and energy efficiency continue to be key strategies to reduce greenhouse gas emissions. Increasing the RPS to 55 percent by 2030 and 65 percent by 2036, including increased amounts of energy efficiency, local solar and energy storage, are other key initiatives to reduce greenhouse gas emissions. The 2017 SLTRP analyzed electrification of the transportation sector as a strategy to further reduce overall greenhouse gas emissions and to significantly reduce local emissions such as VOC, NO_x, CO, and $PM_{2.5}$ that would result from electrifying local transportation and therefore recommends expanding existing programs to promote increased workplace and residential electric vehicle charging stations to support greater electric vehicle adoption while collaborating with regulatory agencies to develop mutually beneficial policies.

The 2017 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 the financial analysis that was completed for 2015-16 fiscal year rate action, it clearly outlines the general requirements. As a long-term planning process, the 2017 SLTRP examines a 20-year horizon in order to secure adequate supplies of electricity.

Existing Conditions

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W), while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100-W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity is typically rated in megawatts (MW), which is one million W, while energy usage is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion Wh.

LADWP provides electrical service throughout the City and many areas of the Owens Valley, serving approximately 4.0 million people within a service area of approximately 465 square miles, excluding the Owens Valley. Electrical service provided by the LADWP is divided into two planning districts: Valley and Metropolitan. The Valley Planning District includes LADWP's service area north of Mulholland Drive, and the Metropolitan Planning District includes LADWP's service area south of Mulholland Drive. The Project Site is located within LADWP's Metropolitan Planning District. LADWP generates power from a variety of energy sources, including hydropower, coal, gas, nuclear sources, and renewable resources, such as wind, solar, and geothermal sources. According to LADWP's 2016 IRP, LADWP has a net dependable generation capacity greater than 7,531 MW. [20] In 2017, LADWP's power system experienced an instantaneous peak demand of 6,432 MW.[21] Approximately 29 percent of LADWP's 2016 electricity purchases were from renewable sources, which is similar to the 25 percent statewide percentage of electricity purchases from renewable sources.[22]

LADWP supplies electrical power to the Project Site from electrical service lines located in the Project Site's vicinity. Electricity is provided to the Project Site through a network of utility poles that are operated and maintained by LADWP. Overhead electrical lines run north-south on South San Pedro Street and Crocker Street and east-west on East 6th Street adjacent to the Project Site.

Existing Electricity Consumption at the Project Site

Electricity is provided to the Project Site through a network of utility poles that are operated and maintained by the LADWP. The Project Site is developed with a surface parking lot and a vacant automotive service building approximately 16,960 square feet in size. Based on CalEEMod calculations for the existing uses listed in Appendix A to this SCEA, the existing automotive service building consumes approximately 220,310 kilowatt-hours (kw-h) per year.

<u>*Natural Gas*</u>

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs, mainly located outside the state, and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network and thus, resource availability is typically not an issue. Natural gas provides almost one-third of the state's total energy requirements and is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel.

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20 *LADWP, 2016 Final Power Integrated Resource Plan.*

21 *LADWP, 2017 Retail Electric Sales and Demand Forecast, p. 6.*

22 *CEC, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/, accessed on May 7, 2018.*

Natural gas is provided to the Project Site by the Southern California Gas Company (SoCalGas). SoCalGas is the principal distributor of natural gas in Southern California, serving residential, commercial, and industrial markets. SoCalGas serves approximately 21.6 million customers in more than 500 communities encompassing approximately 20,000 square miles throughout Central and Southern California, from the City of Visalia to the Mexican border.

SoCalGas receives gas supplies from several sedimentary basins in the western United States and Canada, including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), the Rocky Mountains, and Western Canada as well as local California supplies. The traditional, southwestern United States sources of natural gas will continue to supply most of SoCalGas' natural gas demand. The Rocky Mountain supply is available but is used as an alternative supplementary supply source, and the use of Canadian sources provides only a small share of SoCalGas supplies due to the high cost of transport. Gas supply available to SoCalGas from California sources averaged 122 million cf per day in 2015 (the most recent year for which data are available).[23]

SoCalGas supplies natural gas to the Project Site from natural gas service lines located in the Project Site vicinity. Natural gas is provided to the Project Site through a network of underground pipelines that are operated and maintained by SoCalGas.

Existing Natural Gas Consumption at the Project Site

Natural gas is provided to the Project Site through a network of underground pipelines that are operated and maintained by the Southern California Gas Company (SoCalGas). Based on CalEEMod calculations for the existing uses listed in Appendix A to this SCEA, the existing automotive service building, and related uses, consume approximately 176,554 British thermal units (kBTU) per year.

Transportation Energy

According to the CEC, transportation accounts for nearly 37 percent of California's total energy consumption in 2014.[24] In 2015, California consumed 15.1 billion gallons of gasoline and 2.82 billion gallons of diesel fuel.[25] Petroleum-based fuels currently account for 90 percent of California's transportation energy sources.[26] However, the state is now working on developing flexible strategies to reduce petroleum use. Over the last decade, California has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce VMT. Accordingly, gasoline consumption in California has declined. The CEC predicts that the demand for gasoline will continue to decline over the next 10 years, and there will be an increase in the use of alternative fuels.[27] According

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23 *Southern California Gas Company, 2016 California Gas Report, July 2016.*

24 *CEC, 2016 Integrated Energy Policy Report, docketed January 18, 2017, p. 4.*

25 *California Board of Equalization, Net Taxable Gasoline Gallons 10-Year Report.*

26 *CEC, 2016–2017 Investment Plan Update for the Alternative and Renewable Fuel and Vehicle Technology Program, March 2016.*

27 *CEC, 2015 Integrated Energy Policy Report, docketed June 29, 2016, p. 113.*

to CARB's EMFAC Web Database, Los Angeles County on-road transportation sources consumed 4.42 billion gallons of gasoline and 0.69 billion gallons of diesel fuel in 2015.[28]

Existing Transportation Energy Consumption at the Project Site

The estimate of annual VMT associated with existing conditions at the Project Site is 2,516 per year.[29] Thus, the existing VMT associated with existing conditions at the Project Site translates to the consumption of approximately 30,796 gallons of gasoline and approximately 5,747 gallons of diesel for transportation per year.[30]

Environmental Impacts

Thresholds of Significance

Appendix G of the State CEQA Guidelines

Appendix G of the CEQA Guidelines was prepared in response to the requirement in Public Resources Code Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth "[m]itigation measures proposed to minimize significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy."

In addition, with regard to potential impacts to energy, the *L.A. CEQA Thresholds Guide* (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.

Project Design Features

The following measures are included as part of the Project to reduce energy consumption:

- **ENERGY-PDF-1:** The Project shall not include natural gas-fueled fireplaces in the proposed residential units.

28 *CARB, EMFAC2014 Web Database, www.arb.ca.gov/emfac/2014/*

29 *Refer to the CalEEMod calculations in Appendix A that include existing VMT.*

30 *Refer to Appendix A.*

- **ENERGY-PDF-2:** The Project shall provide vehicle parking spaces that would be pre-wired and capable of accommodating EV charging stations in accordance with Ordinance No. 186,485.

- **ENERGY-PDF-3:** Windows would be included in all living units and common spaces for natural daylight, reducing the need for overhead lighting impacting the need for electricity. High-performance dual-pane windows and exterior materials would be used in order to reduce the need for energy driven mechanical systems.

- **ENERGY-PDF-4:** Active energy conservation strategies would include implementing LED lighting with daylighting controls and dimming capabilities, installing motion detector controls for all circulation and auxiliary spaces, providing Energy Star qualified appliances.

- **ENERGY-PDF-5:** High-efficiency toilets with a flush volume of 1.0 gallon per flush, or less.

- **ENERGY-PDF-6:** Showerheads with a flow rate of 1.5 gpm or less.

- **ENERGY-PDF-7:** Residential bathroom faucets equipped with aerators to reduce flow to 1.0 gpm or less.

- **ENERGY-PDF-8:** Drip/subsurface irrigation (micro-irrigation)

- **ENERGY-PDF-9:** Micro-spray

- **ENERGY-PDF-10:** Proper hydro-zoning/zoned irrigation (group plants with similar water requirements)

- **ENERGY-PDF-11:** Drought-tolerant plants – 50 percent of total landscaping

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The analysis below considers the eight criteria identified in the Thresholds of Significance subsection above to determine whether this significance threshold would be exceeded.

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.

The Project would consume energy during construction and operational activities. Sources of energy for these activities would include electricity usage, natural gas consumption, and transportation fuels such as diesel and gasoline. The analysis below includes the Project's energy requirements and energy use efficiencies by fuel type for each stage of the Project (construction, operations, maintenance and removal activities).

For purposes of this analysis, Project maintenance would include activities such as repair of structures, landscaping, and architectural coatings. Energy usage related to Project maintenance activities are assumed to be included as part of Project operations. Project removal activities would include demolition or abandonment of the site. However, it is not known when the Project would be removed. Therefore, analysis of energy usage related to Project removal activities would be speculative. For this reason, energy usage related to Project removal was not analyzed.

Construction

The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity (i.e., temporary use for lighting and small power tools). Electricity used to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structures would be consumed during Project construction. This electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site. 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 generation that would not be expected to have an adverse impact on available electricity supplies.

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. A study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) is projected at 20.4 miles per gallon (mpg) and worse-case diesel trucks is 5.71 mpg in 2015.[31] In 2012, California consumed a total of 337,666 barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.[32]

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 TACs. 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 NOX, PM10, and PM2.5 emissions from existing diesel vehicles operating in California; this regulation will be phased in with full

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31 *Caltrans, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF.*

32 *US EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, May 18, 2016.*

implementation by 2023.[33] 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, as previously stated.

Operation

During operation of the Project, energy would be consumed for multiple purposes, including, but not limited to HVAC; refrigeration; lighting; and the use of electronics, equipment, and machinery. Energy would also be consumed during Project operations related to water usage, solid waste disposal, and vehicle trips. As shown on **Table 6.VI-1**, the Project's net demand for electricity would be approximately 3,664,075 kWh per year. As shown on **Table 6.VI-2**, the Project's net demand for natural gas would be 5,017,728 kBTU per year.

Table 6.VI-1
Project Estimated Electricity Demand

Land Use	Size	Total (kw-h/yr)[1]
Residential live/work	106 du	419,768
Retail	13,979 sf	188,717
Restaurant	13,126 sf	879,382
Office	92,740 sf	1,233,920
Enclosed Parking	40,299 sf	942,288
	Project Total	**3,664,075**

du = dwelling unit sf =square feet kw-h = kilowatt-hour yr = year
[1] Calculated via CalEEMod. Refer to Appendix A of this SCEA.
Note: LADWP does not provide or comment on generation rates to provide an estimate of demand.

Table 6.VI-2
Project Estimated Natural Gas Demand

Land Use	Size	Total (kBTU/yr)[1]
Residential	106 du	976,996
Retail	13,979 sf	22,926

33 *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.*

Table 6.VI-2
Project Estimated Natural Gas Demand

Land Use	Size	Total (kBTU/yr)[1]
Restaurant	13,126 sf	3,028,960
Office	92,740 sf	988,846
Enclosed Parking	40,299 sf	0
	Project Total	**5,017,728**

du = dwelling unit sf =square feet kBTU = 1,000 British Thermal Units yr = year
[1] Calculated via CalEEMod. Refer to Appendix A.
Note: SoCalGas does not provide or comment on generation rates to provide an estimate of demand.

Electricity

With compliance with 2016 Title 24 standards and applicable requirements of the City's Green Building Code, buildout of the Project would result in a projected net increase in the on-site demand for electricity totaling approximately 3,664,075 kWh per year (refer to **Table 6.VI-1**). In addition, LADWP is required to procure at least 33 percent of their energy portfolio from renewable sources by 2020. The current sources procured by LADWP include wind, solar, and geothermal sources. These sources account for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available.[34] This represents the available off-site renewable sources of energy that would meet the Project's energy demand. Furthermore, the Project would incorporate active energy conservation strategies, such as LED lighting with day-lighting controls and dimming capabilities, and Energy Star light bulbs.

Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2022-2023 fiscal year (the Project's buildout year) will be over 20,000 GWh of electricity.[35] As such, the Project-related increase in annual electricity consumption of 3,664,075 kWh per year would represent approximately 0.009 percent of LADWP's projected sales in 2023.

Natural Gas

With compliance with 2016 Title 24 standards and applicable requirements of the City's Green Building Code, buildout of the Project is projected to generate an increase in the on-site demand for natural gas totaling approximately 5,017,728 kBTU per year, or approximately 913,477 cf per day.[36] Based on the 2018 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,898 million cf per day in 2021 (the year of the California Gas Report that is closest to Project's buildout year). The Project would account for approximately 0.0003 percent of the forecasted 2021 consumption in SoCalGas's planning area. In addition, the Project would incorporate a variety of energy conservation measures as required under the City's Green Building Code to reduce energy usage.

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34 *CEC, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/.*

35 *2017 Power Strategic Long-Term Resource Plan, December 2017, LADWP, Appendix A.*

36 *kBTU = 1,000 BTU. One BTU equals 1,020 cubic feet. 5,017,728 x 1,000 = 5,017,728,000 BTU. 5,017,728,000 BTU/1,020 cf = 4,919,341 cf. 4,919,341/365 days = 13,477 cf/day.*

Transportation Energy

During operation, Project-related traffic would result in the consumption of petroleum-based fuels related to vehicular travel to and from the Project Site. As noted previously, the Project Site is located in an HQTA designated by SCAG that indicates that the Project Site is an appropriate site for increased density and employment opportunities from a “smart growth” regional planning perspective. As discussed in response to Checklist Question 17(a) (Transportation) of this SCEA, extensive public bus and rail transit service is provided within the Project study area. Public bus transit service in the immediate Project Site area is currently provided by Metro, City of Gardena Transit, and City of Montebello Bus Lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit, LADOT DASH Transit Service, Orange County Transportation Authority, and Torrance Transit Service. The Metro Red and Gold lines also are provided in proximity to the Project Site. Walk Score calculates a transit score based on the number and proximity of bus and rail routes, which generates a transit score of approximately 95 (Rider’s Paradise) out of 100 for the Project Site.[37] The existing transit services in the vicinity of the Project Site would provide Project employees, residents, and guests with various public transportation opportunities in lieu of driving.

Additionally, the Project would provide bicycle storage areas for Project residents and guests. The Project would also incorporate characteristics that 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 recommended mitigation measures, and would reduce vehicle trips to the Project Site and VMT to the Project Site. These Project characteristics would result in a corresponding reduction in VMT and associated transportation energy consumption and reduce the potential for inefficient, wasteful, and unnecessary use of energy. Qualifying measures applicable to the Project include the following:

- **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. The Project would increase the Project Site’s density with 106 residences.

- **CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use):** The Project would introduce new uses on the Project Site, including new live/work units and commercial uses. The Project would co-locate complementary residential and commercial uses in proximity to other existing off site residential and commercial uses. The increases 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.

37 *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-lite lifestyle—not how pretty the area is for using transit service.*

- **CAPCOA Measure LUT-4 – Increase Destination Accessibility:** The Project Site is located in Koreatown near Downtown Los Angeles, a primary job center, also easily accessible by public transportation. Access to multiple destinations, and other commercial and retail uses in proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average 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 would be located near a Metro Purple Line station, as well as Metro local and Rapid Bus service on Wilshire Boulevard. The Project would also provide bicycle parking spaces for resident and commercial uses to encourage utilization of alternative modes of transportation.

- **CAPCOA Measure LUT-9 – Improve Design of Development:** The Project would enhance the pedestrian environment by developing floor live/work spaces, ground floor retail and improved streetscape, which would enhance walkability in the Project Site vicinity. The Project would also locate a development with a high level of street access, which improves street accessibility and connectivity.

- **CAPCOA Measure SDT-2 – Traffic Calming Measures:** Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift results in a decrease in VMT. Streets within a half mile of the Project Site are equipped with sidewalks, and several of the intersections include marked crosswalks and/or count-down signal timers that calm traffic.

Summary of Energy Requirements and Energy Use Efficiencies

Appendix G of the CEQA Guidelines recommends quantification of a 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 Project's energy requirements were based on the methodology contained in CalEEMod for electricity and natural gas usage. The calculations also considered energy efficiency measures such as Title 24, CalGreen and vehicle fuel economy standards. **Tables 6.VI-1 and 5.VI-2** provide a summary of Project construction and operational energy usage.

2) The effects of the project on local and regional energy supplies and on requirements for additional capacity.

Construction

As discussed above, electricity would be intermittently consumed during the conveyance of the water used to control fugitive dust, as well as to provide electricity for temporary lighting and other general construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. As energy consumption during Project construction activities would be relatively negligible, the Project would not likely affect regional energy consumption in years during the construction period.

Operation

As stated above, the Project-related increase in annual electricity consumption would represent approximately 0.009 percent of LADWP's projected sales in 2024-205. Also, the Project's estimated increase in demand for natural gas would account for approximately 0.0004 percent of the forecasted 2021 consumption in SoCalGas's planning area. In summary, energy consumption during Project operations would be relatively negligible, and energy requirements would be within LADWP's and SoCalGas's service provision.

3) The effects of the project on peak and base period demands for electricity and other forms of energy.

As discussed above, electricity demand during construction and operation of the Project would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. With regard to peak load conditions, LADWP's power system experienced an all-time high peak of 6,432 MW on August 31, 2017.[38] LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2017, the base case peak demand for the power grid is 5,854 MW.[39] Under peak conditions, the Project would consume 4,538,308 kWh on an annual basis, equivalent to 255 kW. In comparison to the LADWP power grid base peak load of 5,854 MW in 2017, the Project would represent approximately 0.003 percent of the LADWP base peak load conditions. In addition, LADWP's annual growth projection in peak demand of the electrical power grid of 0.4 percent would be enough to account for future electrical demand by the Project.[40] Therefore, Project electricity consumption during operational activities would have a negligible effect on peak load conditions of the power grid.

4) The degree to which the project complies with existing energy standards.

Although Title 24 requirements typically apply to energy usage for buildings, construction equipment would also comply with Title 24 requirements where applicable. Electricity and natural gas usage during Project operations presented on **Table 6.VI-1 and 6.VI-2** would comply with 2016 Title 24 standards and applicable 2016 CalGreen Code requirements and the City's Green Building Code. Therefore, Project construction and operational activities would comply with existing energy standards with regards to electricity and natural gas usage.

With regard to transportation fuels, trucks and equipment used during proposed construction activities, the Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. During Project operations, vehicles travelling to and from the Project Site is

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38 *LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.*

39 *Ibid.*

40 *Ibid.*

assumed to comply with CAFE fuel economy standards. Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, Project construction and operational activities would comply with existing energy standards with regards to transportation fuel consumption.

5) Effects of the Project on Energy Resources

As discussed above, LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal, wind, and hydropower. LADWP's 2017 STLRP identifies adequate resources (natural gas, coal) to support future generation capacity.

Natural gas supplied to the Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as Canada.[41] According to the U.S. Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2015 consumption.[42] Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Therefore, Project construction and operation activities would have a negligible effect on natural gas supply.

Transportation fuels (gasoline and diesel) are produced from crude oil, which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.[43] The Project would also comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Project-related vehicle trips would also comply with Pavley and Low Carbon Fuel Standards, which are designed to reduce vehicle GHG emissions but would also result in fuel savings in addition to CAFE standards. Therefore, Project construction and operation activities would have a negligible effect on the transportation fuel supply.

As discussed above in the Regulatory Framework, one of the objectives of SB 350 is to increase procurement of California's electricity from renewable sources from 33 percent to 50 percent by 2030. Accordingly, LADWP is required to procure at least 50 percent of their energy portfolio from renewable sources by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources account for 29 percent of LADWP's overall energy mix in 2016, the most recent year for which data are available.[44] This represents the available off-site renewable sources of energy that would meet the Project's energy demand.

With regard to on-site renewable energy sources, as required under the City's Green Building Code, the Project would include the provision of conduit that is appropriate for future photovoltaic and solar thermal

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41 *California Gas and Electric Utilities, 2017 California Gas Report, 2017.*

42 *U.S. Energy Information Administration, Frequently Asked Questions, www.eia.gov/tools/faqs/faq.php?id=58&t=8, accessed February 2019.*

43 *BP Global, Oil reserves, https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html, accessed February 2019.*

44 *CEC, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/.*

collectors. However, due to the Project Site location, other on-site renewable energy sources would not be feasible to install on-site as there are no local sources of energy from the following sources: biodiesel, biomass hydroelectric and small hydroelectric, digester gas, fuel cells, landfill gas, municipal solid waste, ocean thermal, ocean wave, and tidal current technologies, or multi- fuel facilities using renewable fuels. Furthermore, while methane is a renewable derived biogas and was found beneath the Project Site, it is not available on the Project Site in commercially viable quantities or form, and its extraction and treatment for energy purposes would result in secondary impacts. Additionally, wind-powered energy is not viable on the Project Site due to the lack of sufficient wind in the Los Angeles basin.

Specifically, based on a map of California's wind resource potential, the Project Site is not identified as an area with wind resource potential.[45]

6) The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The Project's design and proximity to job centers and retail uses would allow for more residents to live closer to work and shopping areas, reducing associated VMT. The design of the Project, which includes dedicated bicycle parking facilities and an improved streetscape with pedestrian amenities, also would encourage non-automotive forms of transportation such as walking or biking to destinations. In addition, extensive public bus and rail transit service is provided within the area of the Project Site and provide regular service intervals of 15 minutes during the peak hours. Public bus transit service in the immediate Project study area is currently provided by Metro, City of Gardena Transit, and City of Montebello bus lines. Additional public bus transit service in the Downtown Los Angeles area is provided by Foothill Transit, LADOT DASH Transit Service, Orange County Transportation Authority, and Torrance Transit Service. The Metro Red and Gold rail lines also are provided in proximity to the Project Site.

7) The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements

The City's current Green Building Code requires compliance with the CalGreen Code and California's Building Energy Efficiency Standards (Title 24). The Project would be required to comply with the City's Green Building Code.

The City has also adopted several plans and regulations to promote the reduction, reuse, recycling, and conversion of solid waste going to disposal systems. These regulations include the City of Los Angeles Solid Waste Management Policy Plan, the RENEW LA Plan, and the Exclusive Franchise System Ordinance (Ordinance No. 182,986). These solid waste reduction programs and ordinances help to reduce the number of trips associated with hauling solid waste, thereby reducing the amount of petroleum-based fuel consumed. Furthermore, recycling efforts indirectly reduce the energy necessary to create new products made of raw material, which is an energy- intensive process. Thus, through

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45 *CEC, National Renewable Energy Laboratory (NREL) Wind Prospector, https://maps.nrel.gov/wind-prospector/#/?aL=kM6jR-%255Bv%255D%3Dt%26qCw3hR%255Bv%255D%3Dt%26qCw3hR%255Bd%255D%3D1&bL=groad&cE=0&lR=0&mC=36.416862115300304%2C-120.421142578125&zL=8, accessed May 7, 2019.*

compliance with the City's construction-related solid waste recycling programs, the Project would contribute to reduced fuel-related energy consumption.

8) Whether the Project conflicts with adopted energy conservation plans.

The Project would comply with applicable regulatory requirements for the design of new buildings, including the provisions set forth in the 2016 CalGreen Code and California's Building Energy Efficiency Standards, which have been incorporated into the City's Green Building Code.

With regard to transportation uses, the Project design would reduce the VMT throughout the region and encourage use of alternative modes of transportation. The Project would be consistent with regional planning strategies that address energy conservation. As discussed in Section 3 (SCEA Criteria and Transit Priority Project Consistency Analysis), SCAG's 2016-2040 RTP/SCS focuses on creating livable communities with an emphasis on sustainability and integrated planning, and identifies mobility, economy, and sustainability as the three principles most critical to the future of the region. As part of the approach, the 2016-2040 RTP/SCS focuses on reducing fossil fuel use by decreasing VMT, reducing building energy use, and increasing use of renewable sources. The Project would be consistent with the energy efficiency policies emphasized in the 2016-2040 RTP/SCS. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well served by existing public transportation, including Metro bus lines and rail lines. This is evidenced by the Project Site's location within a designated HQTA. The introduction of new housing and job opportunities within an HQTA, as proposed by the Project, is consistent with numerous policies in the 2016-2040 RTP/SCS related to locating new housing and jobs near transit. The 2016-2040 RTP/SCS would result in an estimated 8 percent decrease in VMT by 2020, an 18 percent decrease in VMT by 2035, and a 21 percent decrease in VMT by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21 percent decrease in VMT by 2040 (an additional 3 percent reduction in the 5 years between 2035 [18 percent] and 2040 [21 percent]), the 2016-2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals. Thus, consistent with the 2016-2040 RTP/SCS, the Project would reduce VMT and associated petroleum-based fuel. As such, based on the above, the Project would be consistent with adopted energy conservation plans.

Conclusion

As demonstrated in the analysis of the eight criteria discussed above, the Project would not result in any wasteful, inefficient, or unnecessary consumption of energy during construction or operation. The Project's energy requirements would not significantly affect local and regional supplies or capacity. The Project's energy usage during peak and base periods would also be consistent with electricity and natural gas future projections for the region. Electricity generation capacity and supplies of natural gas and transportation fuels would also be sufficient to meet the needs of Project-related construction and operations. During operations, the Project would comply with the City's existing energy efficiency requirements under the City's Green Building Code. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. **Therefore, Project impacts related to energy use would be less than significant during construction and operation.**

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact.

Construction

Electricity

As discussed above, construction activities at the Project Site would require minor quantities of electricity for lighting, power tools, and other support equipment. Heavy construction equipment would be powered with diesel fuel.

During Project construction activities, electricity usage represents a negligible amount of the estimated annual Project operational demand, which as described below. LADWP's existing electrical infrastructure currently has enough capacity to provide service for the Project Site and its related construction and operational activities. Moreover, construction electricity usage would replace the existing electricity usage at the Project Site during construction since the existing on-site uses, which currently generate a demand for electricity, would be removed. As existing power lines are located in the vicinity of the Project Site, temporary power poles may be installed to provide electricity during Project construction. Existing off-site infrastructure would not have to be expanded or newly developed to provide electrical service to the project during construction or demolition. **Therefore, the Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

With regard to existing electrical distribution lines, the Project Applicant would be required to coordinate electrical infrastructure removals or relocations with LADWP and comply with site-specific requirements set forth by LADWP, which would ensure that service disruptions and potential impacts associated with grading, construction, and development within LADWP easements are minimized. Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. As such, construction of the Project would not adversely affect the electrical infrastructure serving the surrounding uses or utility system capacity.

Natural Gas

Construction activities, including the construction of new buildings and facilities, typically do not involve the consumption of natural gas. Since the Project Site is located in an area already served by existing natural gas infrastructure, it is anticipated that the Project would not require extensive off-site infrastructure improvements to serve the Project Site. Construction impacts associated with the installation of natural gas connections would be confined to trenching in order to place the lines below surface. In addition, prior to ground disturbance, Project contractors would notify and coordinate with SoCalGas to identify the locations and depth of all existing gas lines and avoid disruption of gas service to other properties. **Therefore, construction of the Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and**

would not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Operation

Electricity

As shown above, the Project's operational electricity usage is approximately 0.009 percent of LADWP's projected sales. In addition, during peak conditions, the Project would represent approximately 0.009 percent of the LADWP estimated peak load. **Therefore, during Project operations, LADWP's existing and planned electricity capacity and electricity supplies would be sufficient to support the Project's electricity demand.**

Natural Gas

Based on the 2016 California Gas Report, the California Energy and Electric Utilities estimates natural gas consumption within SoCalGas's planning area will be approximately 2,526 million cf per day in 2021 (the year of the California Gas Report that is closest to Project's buildout year). The Project would account for approximately 0.0004 percent of the forecasted 2021 consumption in SoCalGas' planning area. **Therefore, SoCalGas's existing and planned natural gas supplies would be sufficient to support the Project's net increase in demand for natural gas.**

Conclusion

As demonstrated in the analysis above, construction and operation of the Project would not result in an increase in demand for electricity or natural gas that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. **Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and potential impacts would be less than significant during construction and operation.**

Cumulative Impacts

Significance Threshold No. 1 (Use and Consumption of Energy)

Cumulative impacts occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area. There are 80 related projects located within the vicinity of the Project Site. 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 SoCalGas's service area. While the geographic context for transportation-related energy use is more difficult to define, it is meaningful to consider the Project in the context of countywide consumption. 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.

Electricity

Buildout of the Project, related projects, and additional forecasted growth in LADWP's service area would cumulatively increase the demand for electricity supplies and infrastructure capacity. As stated previously, LADWP forecasts that its total energy sales for the 2023-2024 fiscal year (the Project buildout year) will be 23,286 GWh of electricity. Based on the Project's estimated net new electrical consumption, the Project would account for approximately 0.009 percent of LADWP's total projected sales for the Project's buildout year. Thus, although Project development would result in the use of renewable and non-renewable electricity resources during construction and operation, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures making the Project more energy-efficient, and would be consistent with growth expectations for LADWP's service area. Furthermore, as with 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. **As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and thus, would be less than significant.**

Natural Gas

Buildout of the Project, related projects, and additional forecasted growth in SoCalGas' service area would cumulatively increase the demand for natural gas supplies and infrastructure capacity. As stated previously, based on the 2016 California Gas Report, the CEC estimates natural gas consumption within SoCalGas' planning area will be approximately 2,526 million cf per day in 2021 (the year of the California Gas Report that is closest to Project's buildout year). The Project would account for approximately 0.0004 percent of the forecasted 2021 consumption in SoCalGas' planning area. SoCalGas' forecasts take into account projected population growth and development based on local and regional plans. Although Project development would result in the use of natural gas resources, which could limit future availability, the use of such resources would be on a relatively small scale, would be reduced by measures rendering the Project more energy-efficient, and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, 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. As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of natural gas would not be cumulatively considerable and thus, would be less than significant.

Transportation Energy

Buildout of the Project, related projects, and additional forecasted growth would cumulatively increase the demand for transportation-related fuel in the state and region. As described above, petroleum currently accounts for 90 percent of California's transportation energy sources; however, over the last decade the state has implemented several policies, rules, and regulations to improve vehicle efficiency, increase the development and use of alternative fuels, reduce air pollutants and GHG emissions from the transportation sector, and reduce VMT, which would reduce reliance on petroleum fuels. According to the CEC, gasoline consumption has declined by 6 percent since 2008, and the CEC predicts that the demand for gasoline will continue to decline over the next 10 years and that there will be an increase in the use of alternative fuels, such as natural gas, biofuels, and electricity. As with the Project, other future development projects would be expected to reduce VMT by encouraging the use of alternative modes of transportation and other design features that promote VMT reductions.

Furthermore, as discussed previously, the Project would be consistent with the energy efficiency policies emphasized by the 2016-2040 RTP/SCS. Specifically, the Project would be a mixed-use development consisting and is characterized by a high degree of pedestrian activity. The Project would provide greater proximity to neighborhood services, jobs, and residences and would be well served by existing public transportation, including Metro bus lines and rail line. The Project also would introduce new housing and job opportunities within an HQTA, which is consistent with numerous policies in the 2016-2040 RTP/SCS related to locating new jobs near transit. These features would serve to reduce VMT and associated transportation fuel consumption. **Since the Project is consistent with the 2016-2040 RTP/SCS, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of transportation fuel would not be cumulatively considerable and thus, would be less than significant.**

Significance Threshold No. 2 (Infrastructure Capacity Analysis)

Electricity

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 STLRP, 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. The 2017 STLRP 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 area of the Project Site. **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.**

Natural Gas

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. Each of the related projects would be reviewed by SoCalGas to identify necessary 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 natural gas infrastructure in the area of the Project Site. **As such, the Project's contribution to cumulative impacts with respect to natural**

gas infrastructure would not be cumulatively considerable and thus, would be less than significant.

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. 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 waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

In 2015, the California Supreme Court in the California Building Industry Association v. Bay Area Air Quality Management District (62 Cal.4th 369 [Case No. S213478]) (CBIA v. BAAQMD), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The City's revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project physically exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix H of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the Project would have a significant impact related to geology and soils if it would result in any of the following impacts to future residents or users in the Central City North Community Plan Area.

This analysis is based on the geotechnical report performed for the Project Site attached as **Appendix D**, to this SCEA:

D-1 *Geotechnical Engineering Exploration, Byer Geotechnical, Inc., April 2019.*

D-2 *Soils Report Approval Letter, City of Los Angeles, December 9, 2019*

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. According to the Geotechnical Exploration prepared for the Project Site, the location of the proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site.[1] The Hollywood Fault, located approximately 6.0 miles from the Project Site, is the closest fault with the potential for surface rupture. Thus, the Project would not expose people or structures to potential 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.

Additionally, given that no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site, the Project would not exacerbate existing fault rupture conditions. Construction of the Project would be subject to the compliance with the existing state and local regulations, including the 2016 California Building Code and the Los Angeles Building Code (LABC) and with the recommendations contained in the Final Geotechnical Reports prepared for the Project by a licensed engineer and approved by the City of Los Angeles Department of Building and Safety's (LADBS). Further, the LABC, with which the Project would be required to comply, contains construction requirements to ensure that structures are built to a level such that they can withstand acceptable seismic risk. Therefore, the Project would not cause potential substantial adverse effects as a result of a known earthquake fault in or around the Project Site. No impacts with respect to fault rupture would occur.

ii. Strong seismic ground shaking?

Less Than Significant Impact.

Given the Project Site location in a seismically active region, the Site could experience seismic groundshaking in the event of an earthquake. However, as with any new development in the State of California, building design and construction for the Project would be required to conform to the current seismic design provisions of the California Building Code. The 2016 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the LABC, as well as the applicable recommendations provided in the geotechnical investigations required by the City to minimize seismic-related hazards. In addition, the Project would not exacerbate existing environmental conditions with regard to seismic ground shaking. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region, and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Based on the above, development of the Project would not exacerbate seismic conditions on the Project Site. With

[1] *Geotechnical Engineering Exploration, Appendix D to this SCEA, April 2019.*

compliance with regulatory requirements, Project impacts associated with seismic ground shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact.

As discussed in the Geotechnical Engineering Exploration prepared for the Project Site, the State of California Seismic Hazard Zone Map for the Los Angeles Quadrangle (California Department of Mines and Geology ["CDMG"], 1999; CGS, 2016) indicates that the Project Site is not located in an area designated as having a potential for liquefaction. Additionally, there is no known historic occurrence of liquefaction or geological, geotechnical, and groundwater conditions that indicate a potential for permanent ground displacement such that mitigation would be required.[2] It should be noted that the historic groundwater level for the Site is between 150 and 200 feet. Based on these considerations, the potential for liquefaction and associated ground deformations beneath the Project Site is very low.

Construction of the Project would be subject to the City's current Building Code requirements and recommendations included in the Final Geotechnical Reports. As such and as stated previously, liquefaction potential for the Project Site is considered low. Based on the above, development of the Project would not cause or exacerbate geologic hazards, including seismic related liquefaction. Therefore, Project impacts related to liquefaction would be less than significant.

iv. Landslides?

No Impact. The Project Site and adjacent properties are flat and do not contain any slopes or hillside areas.[3] The Project Site is not located within a City of Los Angeles Hillside Grading Area or a Hillside Ordinance Area (City of Los Angeles, 2017). The City of Los Angeles Safety Element indicates the site is not within an area identified as having a potential for slope instability or landslides. Thus, the Project would not result in any impacts related to landslides. Based on the above, development of the Project would not cause or exacerbate geologic hazards, including landslides.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project Site is currently completely developed with impervious surfaces and do not contain any topsoil. During the Project's construction phase, activities such as excavation below ground surface, grading, and site preparation could leave soils at the Project Site susceptible to soil erosion. The Project Applicant would be required to comply with SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site, as well as prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in

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2 *Geotechnical Engineering Exploration, Appendix D to this SCEA, April 2019.*

3 *Ibid.*

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 earthwork 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 weather erosion control plan if construction occurs during 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 the construction phase. Further, 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 impacts regarding soil erosion or the loss of topsoil would be less than significant.

c. 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?

Less Than Significant Impact. As discussed previously, liquefaction potential at the Project Site is considered low. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the general Site vicinity. Thus, the potential for subsidence due to withdrawal of fluids or gases to adversely impact the Site is considered low.

The Project Applicant would be required by the LADBS, as part of the permitting process, to submit a Final Geotechnical Engineering Exploration that would address the building standards and recommendations that shall be followed in order to construct the proposed structure in accordance with California Building Code and LABC building standards that apply to building within the types of soils found at the Project Site, including areas prone to geologic or soil instability. Through compliance with the California Building Code and LABC, and with recommendations included in the Final Geotechnical Engineering Exploration, impacts related to geologic and soil instability would be less than significant. Based on the above, development of the Project would not cause or exacerbate geologic hazards by being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project.

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?

No Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. According to the Geotechnical Engineering Exploration prepared for the Site, based on depth of the proposed subterranean level and granular nature of the Site soils, the proposed structure would not be prone to the effects of expansive soils.[4]

In addition, the Project would be designed and constructed in conformance with current LABC requirements and the recommendations of the Final Geotechnical Engineering Exploration. Thus, the Project would not be constructed on expansive soil and would not create a substantial risk to individuals and/or property. Based on the above, development of the Project would not cause or exacerbate geologic hazards. Therefore, no impacts related to expansive soils would occur as a result of the Project.

e. 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 Site is located within a community served by existing sewage infrastructure. 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.

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

Less Than Significant With Mitigation Incorporated. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore,

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[4] *Geotechnical Engineering Exploration, April 2019. Refer to Appendix D.*

California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

Although the Project Site has been subject to grading and development in the past, the Project would require excavations below the ground surface. As such, there is a possibility for unknown paleontological resources to be encountered within the underlying alluvium during grading and excavation activities associated with development of the Project. Nonetheless, the Project Applicant would be required to implement Mitigation Measure GEO-MM-1, below, which would ensure that Project impacts related to unknown paleontological resources would be less than significant.

GEO-MM-1: Prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Sites. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a qualified paleontologist can identify and evaluate the significance of the discovery and develop recommendations for treatment. Construction activities could continue in other areas of the Project Site. If the resource is found to be significant, recommendations would include a preparation of a Treatment Plan, which would require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with state law.

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 California Building Code and LABC construction standards that are designed to protect public safety. Therefore, Project cumulative geotechnical impacts related would be less than significant.

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

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?

Less Than Significant Impact.

Introduction

This section examines the direct and indirect impacts of the Project related to greenhouse gas (GHG) emissions and global climate change by disclosing GHG emissions generation that address CEQA Guidelines checklist question VIII.a and by addressing the project's consistency with applicable GHG emission reduction plans, policies, and regulations that address CEQA Guidelines checklist question VIII.b. The information and analysis in this section are primarily based on the following technical document (refer to Appendix A):

A *Air Quality and Greenhouse Gases Modeling Results,* 1024 Mateo Street Project, DKA Planning, March 2019.

Project Impacts

Thresholds of Significance

State CEQA Guidelines Appendix G

In accordance with Appendix G of the State CEQA Guidelines (Appendix G), a project would have a significant impact related to GHG emissions if the project would do the following:

a) **Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment;**

b) **Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHG emissions.**

Analysis of Project Impacts

Project Design Features

The following project design features are applicable to the Project with regard to GHG emissions:

GHG-PDF-1: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed live/work units.

GHG-PDF-2: The Project shall provide filtered outside air supply sufficient to meet American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) 62.1 standards.

GHG-PDF-3: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in heating, cooling, and ventilation (HVAC) systems.

GHG-PDF-4: Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

GHG-PDF-5: Installation of a Low Impact Development (LID) compliant on-site stormwater treatment system, capable of treating the volume of stormwater runoff from a local 85th percentile storm event.

GHG-PDF-6: Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.

GHG-PDF-7: During construction of the Project, best management practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.

GHG-PDF-8: During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff.

GHG-PDF-9: Contractors would reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same methods where applicable.

GHG-PDF-10: Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.

GHG-PDF-11: Use of sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible.

GHG-PDF-12: 15 percent of the roof area shall be set aside for future solar panels

GHG-PDF-13: Waste diversion accounting shall be utilized.

GHG-PDF-14: Installation of a "cool roof" that reflects the sun's heat and reduces urban heat island effect.

GHG-PDF-15: At least 50 percent of construction and demolition debris from Project construction would be diverted from landfills.

GHG-PDF-16: Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

GHG-PDF-17: Use of locally (within 500 miles) manufactured construction materials and of building materials with recycled content, where possible.

GHG-PDF-18: Provision of EV charging stations in the parking structure in compliance with Ordinance No. 186,485

GHG-PDF-19: Provision of parking spaces that are capable of supporting future electric vehicle charging equipment in compliance with Ordinance No. 186,485.

GHG-PDF-20: Installation of Energy Star-labeled products and appliances, where appropriate.

GHG-PDF-21: Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that could be implemented may include but would not be limited to high-performance glazing on windows, appropriately-oriented shading devices, high-efficiency boilers (if single metered); instantaneous water heaters (if individual meters), and enhanced insulation to minimize thermal gain.

GHG-PDF-22: Application of energy-saving lighting technologies and components to reduce the Project's electrical usage profile. Examples of these components include occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and exterior lighting controlled by photo sensor and/or timeclocks to ensure safety and visibility while preventing unnecessary energy usage.

GHG-PDF-23: Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

GHG-PDF-24: Water conservation measures shall include:

- High-efficiency toilets (with flush volume of 1.06 gallons of water per flush or less) throughout, including ultra-low-flow urinals in all nonresidential restrooms, as appropriate.
- Residential lavatory faucets with a maximum flow rate of 1.2 gallons per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute.
- High-efficiency washers, whether within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less). Equipment is required to be Energy Star-certified.
- High-efficiency dishwasher within individual units, using 3.5 gallons per cycle or less. Equipment is required to be Energy Star-certified.
- No-flush or waterless urinals in all nonresidential restrooms as appropriate.
- Nonresidential lavatory faucets with a maximum flow rate of 0.4 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use.
- Nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, where appropriate.
- Water-saving pool filter.
- Pool/spa recirculating filtration equipment.
- Pool splash troughs around the perimeter that drain back into the pool.
- Leak detection system for swimming pools and Jacuzzi.
- Minimum irrigation system distribution uniformity of 75 percent.

- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.

- Use of landscape contouring to minimize precipitation runoff.

In addition, the Project would comply with all applicable state and local regulatory requirements, including the provisions set forth in the City's Green Building Ordinance. Also, a Transportation Demand Management (TDM) Program would be developed and would include strategies to promote non-auto travel and reduce the use of single-occupant vehicle trips. Furthermore, the Project would also include sustainability features related to water conservation and waste reduction.

Project Impacts

Would the Project:

Threshold a): Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold (b): Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG?

<u>Consistency with Applicable Plans and Policies</u>

The discussion below describes the extent the Project complies with or exceeds the performance-based standards included in the regulations outlined in the *Climate Change Scoping Plan*, the 2016–2040 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

Statewide: Climate Change Scoping Plan

Provided in **Table 6.VIII-1** is an evaluation of the Project's consistency with applicable reduction actions/strategies by emissions source category outlined in the *2017 Climate Change Scoping Plan Update*.[1] As discussed therein, the Project would be consistent with the GHG reduction-related actions and strategies of the 2017 *Climate Change Scoping Plan Update*.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the *2017 Climate Change Scoping Plan Update*. As discussed therein, the Project would be consistent with the GHG reduction-related actions and strategies of the *2017 Climate Change Scoping Plan Update.*

Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar

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1 An evaluation of stationary sources is not necessary as the stationary sources emissions will be created by emergency generators that would only be used in an emergency.

actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. **Based on the analysis in Table 6.VIII-1, the Project would be consistent with the State's Climate Change Scoping Plan and, thus, impacts related to consistency with the Scoping Plan would be less than significant impact.**

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	**Consistent.** Project Design Feature GHG-PDF-1 would prohibit hearths (woodstove and fireplaces) installed in the live/work units therefore use of natural gas is not required in fireplaces. All cooking stoves would either be electric or natural gas, not wood-burning.
Energy		
California Renewables Portfolio Standard (RPS) program: Senate Bill 2X 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 Senate Bill 2X also requires regulated sellers of electricity to meet an interim milestone of procuring25 percent of their energy supply from certified renewable resources by 2016.	LADWP	**Consistent.** As LADWP would provide electricity service to the Project Site, the Project would use electricity that is produced consistent with this performance-based standard. LADWP's commitment to achieve 35 percent renewables by 2020 would exceed the requirement under the RPS program of 33 percent renewables by 2020. In 2017, LADWP indicated that 29 percent of its electricity came from renewable resources in Year 2016.[a] Electricity-related GHG emissions assume that LADWP will receive at least 33 percent of their electricity from renewable sources by the 2020.
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 and also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural	State Energy Resources Conservation and Development Commission and LADWP	**Consistent.** LADWP would be required to generate electricity that would increase renewable energy resources to 50 percent by 2030. As LADWP would provide electricity service to the Project Site, the Project by 2030 would use electricity consistent with the requirements of SB 350. Project buildout would occur in 2023 and, therefore, the estimated GHG emissions from electricity usage provided herein conservatively do not include implementation of SB 350 with a compliance date of 2030. Electricity GHG emissions would be further reduced by 17 percent by Year 2030, as the

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
gas final end uses of retail customers through energy efficiency and conservation.[b]		electricity provided to the Project Site would meet the requirements under SB 350. 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 the California Code of Regulations (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 support this action/strategy because the Project would be required to comply with efficiency requirements of the Los Angeles Green Code (consistency with this regulation is discussed below).
Senate Bill 1368 (SB 1368): GHG Emissions Standard for Baseload Generation prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant.	State, CEC, and LADWP	**Consistent.** As LADWP would provide electricity service to the Project Site, the Project would use electricity that meets the requirements under SB 1368. LADWP meets the requirements of SB 1368.
California Code of Regulations (CCR), Title 20: The 2012 Appliance Efficiency Regulations, adopted by the California Energy Commission (CEC), include	State and CEC	**Consistent.** The Appliance Efficiency Regulations apply to new appliances and lighting that are sold or offered for sale in California.

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
standards for new appliances (e.g., refrigerators) and lighting, if they are sold or offered for sale in California.		The Project would include new appliances and lighting that comply with this energy efficiency standard.
CCR, Title 24, Building Standards Code: The 2013 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.	State and CEC	**Consistent.** Consistent with regulatory requirements, the Project must comply with applicable provisions of the 2016 Los Angeles Green Code that in turn requires compliance with mandatory standards included in the California Green Building Standards. The 2016 Title 24 standards are 28 percent more efficient (for electricity) than residential construction built to the 2013 Title 24 standards and 5 percent more efficient (for electricity) for non-residential construction built to 2013 Title 24 standards.[c] The 2016 Title 24 standards are more efficient than the 2020 Projected Emissions under the BAU in CARB's *Climate Action Scoping Plan*. The standards promote the use of better windows, insulation, lighting, ventilation systems and other features that reduce energy consumption in homes and businesses. Thus, the Project would incorporate energy efficiency standards that are substantially more effective than the measures identified in the *Climate Action Scoping Plan* to reduce GHG emissions.
Energy Independence and Security Act of 2007 (EISA): EISA requires manufacturing for sale within the United States to phase out incandescent light bulbs between 2012 and 2014 resulting in approximately 25 percent greater efficiency for light bulbs and requires approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020.	Federal/ Manufacturers	**Consistent.** EISA would serve to reduce the use of incandescent light bulbs for the Project and thus, reduce energy usage associated with lighting. Electricity GHG emissions estimates account for a 25-percent reduction in lighting electricity consumption with implementation of this regulation.

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act prohibits a person from manufacturing for sale in the state specified general purpose lights that contain levels of hazardous substances, as it requires the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.[d]	State/ Manufacturers	**Consistent.** As with the EISA, discussed above, the Project would meet the requirements under AB 1109, because the Project incorporates energy efficient lighting and electricity consumption that comply with local and state green building programs.

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Cap-and-Trade Program: The program establishes an overall limit on GHG emissions from capped sectors (e.g., electricity generation, petroleum refining, and cement production). Facilities subject to the cap are able to trade permits to emit GHG emissions within the overall limit.	State/ Manufacturers	**Consistent.** As required by AB 32 and the Climate Change Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Therefore, GHG emissions associated with the Project's electricity usage would be covered by the Cap-and-Trade Program (as the Project's provider, LADWP, would be a covered entity) and would be consistent with AB 32 and the Climate Change Scoping Plan.
Mobile		
Assembly Bill 1493 (AB 1493) "Pavley Standards": AB 1493 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. In compliance with AB 1493, CARB adopted regulations to reduce GHG emissions from non-commercial passenger vehicles and light duty trucks of model year 2009 through 2016. Model years 2017 through 2025 are addressed by California's Advanced Clean Cars program (discussed below).	State, CARB	**Consistent.** The Pavley regulations required a reduction in GHG emissions from California passenger vehicles by about 22 percent in 2012 and by about 30 percent in 2016, all while improving fuel efficiency. GHG emissions related to vehicular trip generation from the Project would benefit from reductions imposed by this regulation because vehicle trips associated with the Project would be affected by AB 1493. Mobile source emissions generated by the Project would be reduced with implementation of AB 1493 consistent with reduction of GHG emissions under AB 32. Mobile source GHG emissions estimates were calculated using CalEEMod that includes implementation of AB 1493 into mobile source emission factors.
Executive Order S-01-07: The Low Carbon Fuel Standard requires a 10-percent or greater reduction by 2020 in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action	State, CARB	**Consistent.** GHG emissions related to vehicular trip generation from the Project would benefit from the reductions imposed by this regulation, because fuel used by Project-related vehicles would be compliant with LCFS. Mobile source GHG emissions estimates for

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
item under AB 32, and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009).[e,f]		the Project were calculated using CalEEMod that includes implementation of the LCFS into mobile source emission factors.
Advanced Clean Cars Program: In 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.	State, CARB	**Consistent.** Standards under the Advanced Clean Cars Program would apply to all passenger and light duty trucks used by customers, employees, and deliveries to/from the Project. GHG emissions related to vehicular trip generation from the Project would benefit from the reductions imposed by this 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. The Project would further advance this regulation since the Project would provide parking spaces for electrical charging.
Senate Bill (SB) 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB Regional, SCAG	**Consistent.** SB 375 requires SCAG to direct the development of the SCS for the region, which is discussed further below. The Project represents an infill development within an existing urbanized area that would concentrate new live/work, office, retail, and restaurant uses within an HQTA. Therefore, the Project would be consistent with SCAG's 2016–2040 RTP/SCS. Furthermore, the 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040. As Project-related transportation emissions are reduced by approximately 30 percent, the Project would be consistent with SB 375 and the 2016-2040 RTP/SCS.

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Solid Waste		
California Integrated Waste Management Act of 1989 and Assembly Bill 341: The California Integrated Waste Management Act of 1989 requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.[g] ***AB 341 (2011)*** amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.[h]	State	**Consistent.** GHG emissions related to solid waste generation from the Project would benefit from the reductions imposed by this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. Project-related GHG emissions from solid waste generation include a 50-percent reduction in solid waste generation source emissions per goals of the City. The Project Applicant would contract for waste disposal services with a company that recycles solid waste in compliance with AB 341. In addition, the Project would provide recycling bins at appropriate locations to promote recycling of paper, metal, glass and, other recyclables, consistent with the City's Curbside Recycling Program.
Water (Three percent of project inventory)		
CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings	State	**Consistent.** Water usage for the Project will be at rates consistent with the requirements under City Ordinance No. 184,248, 2013 California Plumbing Code, 2016 California Green Building Code (CALGreen), 2014 Los Angeles Plumbing Code, and 2016 Los Angeles Green Building Code. These rates reflect an approximately 20 percent reduction in water usage as compared to the base demand of the prior year. Project-related GHG emissions from

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
shall demonstrate a 20-percent overall water use reduction.		water related sources will be reduced based on this compliance with water efficiency requirements. Examples of water conservation measures could include: residential bathroom faucets with a maximum flow rate of 1.0 gallons per minute, kitchen faucets with a maximum flow rate of 1.5 gallons per minute, Energy Star-certified and high efficiency clothes washers and dishwashers, non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute, and installation of tankless and on- demand water heaters in commercial kitchens and restrooms, when appropriate, among others. The Project would have an overall water use reduction of 20 percent and would meet the requirements of the California Green Building Standards.
Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state is required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This in an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.	State	**Consistent.** As discussed above under Title 24, the Project would meet this performance-based standard. Water conservation measures consistent with Green Building Code requirements could include: residential bathroom faucets with a maximum flow rate of 1.2 gallons per minute, kitchen faucets with a maximum flow rate of 1.5 gallons per minute, Energy Star-certified and high-efficiency clothes washers and dishwashers, nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute, and installation of tankless and on-demand water heaters in commercial kitchens and restrooms, when appropriate, among others. The Project thereby complies with measures consistent with the GHG emissions reductions sought by SB X7-7 related to water conservation and related GHG emissions.
Construction		

Table 6.VIII-1
Consistency Analysis—*Climate Change Scoping Plan* and First Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
CARB In-Use Off-Road Regulation: CARB's in-use off- road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.	CARB	**Consistent.** The Project's construction contractors would be required to comply with this regulation.
CARB In-Use On-Road Regulation: CARB's in-use on- road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.	CARB	**Consistent.** The Project would use construction contractors that **Consistent.** The Project's construction contractors would be required to comply with this regulation.

[a] California Energy Commission, Utility Annual Power Content Labels for 2016, www.energy.ca.gov/pcl/labels/.
[b] Senate Bill 350 (2015–2016 Reg, Session) Stats 2015, Ch. 547.
[c] CEC, Adoption Hearing, 2016 Building Energy Efficiency Standards.
[d] 2007b. Assembly Bill 1109 (2007–2008 Reg. Session) Stats. 2007, Ch. 534.
[e] CARB, Initial Statement of Reason for Proposed Regulation for The Management of High Global Warming Potential Refrigerant for Stationary Sources, October 23, 2009.
[f] Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.
[g] Cal. Pub. Res. Code § 41780(a).
[h] Cal. Pub. Res. Code § 41780.01(a).
Source: DKA Planning, 2019.

Table 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

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 through a combination of measures as described in IRPs.	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 Site, 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 (with a straight-line interpolation for the Project buildout year of 2026). 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, HVAC systems, and insulation. The Project would comply with this this action/strategy by being located within the LADWP service area and would comply with CalGreen and Title 24 energy efficiency standards.
Implement Mobile Source Strategy (Cleaner **Technology and Fuels)**	CARB, CalSTA, SGC, CalTrans CEC, OPR, Local agencies	**Consistent.** The CARB approved the Advanced Clean Cars Program in 2012 that establishes an emissions control program for model year 2017 through 2025. Standards under the Advanced Clean Cars Program likely will apply to all passenger and light duty trucks used

Table 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
• 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 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		by customers, employees, and deliveries to the Project, depending on the outcome of ongoing negotiations between CARB and EPA regarding federal standards. The Program also requires auto manufacturers to produce an increasing number of zero emission vehicles in the 2018 through 2025 model years. Extension of the Advanced Clean Cars Program has not yet been adopted, but it is expected that measures will be introduced to increase GHG emissions reductions stringency on light duty autos and continue adding zero emission and plug in vehicles through 2030. CARB is also developing the Innovative Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.[b,c] GHG emissions generated by Project-related vehicular traffic I would benefit from the reductions imposed by this 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.

Table 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		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 live/work, office, restaurant, and retail uses within an HQTA. Therefore, the Project would be consistent with SCAG's 2016–2040 RTP/SCS. Furthermore, the 2016–2040 RTP/SCS would result in an estimated 18-percent decrease in per capita GHG emissions from passenger vehicles by 2035 and 21-percent decrease in per capita GHG emissions from passenger vehicles by 2040. Project-related transportation emissions would be reduced by approximately 33 percent and therefore, the Project would be consistent with SB 375 and the 2016–2040 RTP/SCS.
Increase Stringency of SB 375 Sustainable Communities Strategy (2035 Targets)	CARB	**Consistent** Under SB 375, CARB sets regional targets for GHG emission reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each region. As required under SB 375, CARB is required to update regional GHG emissions targets every 8 years and are due to be updated in 2018. As part of the 2018 updates, CARB has proposed a passenger vehicle related GHG emissions reduction of 19 percent for 2035 for the SCAG region that is more stringent than the current reduction target of 13 percent for 2035. The Project would be consistent with SB 375 for developing an infill project within an existing urbanized area. This would concentrate new live/work, office, restaurant, and retail 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 and the 2016–2040 RTP/SCS.

Table 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
By 2019, adjust performance measures used to select and design transportation facilities. • Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	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 strategy by encouraging use of mass transit resulting in a reduction of Project-related vehicle trips to and from the Project Site.
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	**Consistent.** The Project would support this policy since the Project Applicant would provide infrastructure to support electric vehicle charging stations for the Project, consistent with Project Design Feature GHG-PDF-18 and GHG-PDF-19.
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 both 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. Therefore, 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. However, GHG emissions related to vehicular trip generation associated with the Project would benefit from the reductions achieved by this regulation, because fuel used by Project-related vehicles would be required to comply with LCFS. Mobile source GHG emissions estimates were calculated for the

Table 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		Project using CalEEMod that includes implementation of the LCFS into mobile source emission factors. 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 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. Adoption of the regulations to achieve SB 1383 targets is expected in early 2019.[f]
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

Table 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
		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 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 the 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 6.VIII-2
Consistency Analysis—2017 Scoping Plan Update

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.

Regional: 2016–2040 RTP/SCS

The Project would result in a VMT reduction of approximately 70 percent as compared to the Project without implementation of VMT reducing measures. As estimated by CalEEMod and as shown in Appendix A to this SCEA, the Project would result in a reduction in GHG emissions from mobile sources as compared to the Project without implementation of VMT reducing measures. This would be consistent with the reduction in transportation emission per capita provided in the 2016–2040 RTP/SCS. This reduction is attributable to the Project characteristics as being an infill project near transit that supports multi-modal transportation options.

The Project would also be consistent with the following key GHG emissions reduction strategies in SCAG's 2016–2040 RTP/SCS that are based on changing the region's land use and travel patterns:

- Compact growth in areas accessible to transit;
- More multi-family housing;
- Jobs and housing closer to transit;
- New housing and job growth focused in HQTAs; and
- Biking and walking infrastructure to improve active transportation options and transit access.

The Project represents an infill development within Downtown Los Angeles that would concentrate new live/work, office, retail, and restaurant uses within an HQTA, which is 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. The Project Site is served by Metro bus routes (e.g., 18, 52, 60, 62, 66), Metro Rapid 720 and 760, and Metro Rail Gold Line service at the Little Tokyo/Arts District station 1.5 miles to the north.

The Project would also provide bicycle storage areas for Project residents, employees, and guests. The Project would provide residents, employees, and guests with convenient access to public transit and opportunities for walking and biking that would facilitate a reduction in VMT and related vehicular GHG emissions. These and other measures would further promote a reduction in VMT and subsequent reduction in GHG emissions and would be consistent with the goals of SCAG's 2016–2040 RTP/SCS.

At the regional level, the 2016–2040 RTP/SCS is an applicable plan adopted for the purpose of reducing GHG emissions. In order to assess the Project's potential to conflict with the 2016–2040 RTP/SCS, this section also assesses the Project's land use assumptions for consistency with those utilized by SCAG in its SCS. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's 2016-2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. As demonstrated earlier, the Project would be consistent with the 2016–2040 RTP/SCS.

In summary, the Project is the type of land use development that is encouraged by the 2016-2040 RTP/SCS to reduce VMT and expand multi-modal transportation use 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.[2] By furthering implementation of SB 375, the Project supports regional land use and transportation GHG emissions reductions consistent with state regulatory requirements, as shown in **Table 6.VIII-3**, below. **Therefore, the Project would be consistent with the 2016–2040 RTP/SCS and the GHG reduction-related actions and strategies contained therein, and impacts would be less than significant impact.**

Table 6.VIII-3
Consistency with the 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis[a]
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local jurisdictions	**Consistent.** The Project would include 106 live/work units that would add to the supply and diversity of housing in metropolitan Los Angeles County by providing a unique class of flexible residential uses. Approximately 8.2 percent of the units would be set aside as Very Low Income units.
Focus new growth around transit.	Local Jurisdictions	**Consistent.** The Project is an infill development that would be consistent with the 2016-2040 RTP/SCS focus on growing near transit facilities. The Project Site is located in Downtown Los Angeles and is served by Metro bus routes (e.g., 18, 52, 60, 62, 66), Metro Rapid 720 and 760, and Metro Rail Gold Line service at the Little Tokyo/Arts District station 1.5 miles to the north.

2 *As discussed above, SB 375 legislation links regional planning for housing and transportation with the GHG reduction goals outlined in AB 32.*

Table 6.VIII-3
Consistency with the 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis[a]
Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	**Consistent.** The Project is an infill development that would be consistent with the 2016-2040 RTP/SCS focus on planning growth along the 2,980 miles of Livable Corridors in the region, as identified in the 2016-2040 RTP/SCS. The Project Site is also served by Metro bus routes (e.g., 18, 52, 60, 62, 66), Metro Rapid 720 and 760, and Metro Rail Gold Line service at the Little Tokyo/Arts District station 1.5 miles to the north.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	**Consistent.** The Project would help further jobs/housing balance objectives that can improve the use of Neighborhood Electric Vehicles for short trips. The Project is also generally consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	**Not Applicable. T**his strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. However, the Project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farm lands, including developing conservation strategies.	SCAG, Local Jurisdictions	**Consistent.** The Project is an infill development that would help reduce demand for growth in areas that threaten greenfields and open spaces. The Project Site does not contain any natural lands or farmlands.
Transportation Strategies		

Table 6.VIII-3
Consistency with the 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis[a]
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	**Not Applicable.** This strategy calls on local jurisdictions to invest in the maintenance of our existing transportation system. However, the Project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	**Consistent.** The Project is an infill development that will minimize congestion impacts on the region, because of the Project Site's proximity to public transit, the Project's conformity with Complete Communities policies, and the general density of population and jobs in the area.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	**Not Applicable.** This strategy directs local jurisdictions to improve the safety of the transportation system and protect users from security threats. However, the Project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes, goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	**Not Applicable.** This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The Project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emission vehicles.	SCAG, Local Jurisdictions	**Consistent.** While this action/strategy is directed at local jurisdictions an not applicable on a project-specific basis, the Project would include 40 EVS spaces, which is a minimum of 10% of the total provided parking spaces.

Table 6.VIII-3
Consistency with the 2016 RTP/SCS

Actions and Strategies	Responsible Party(ies)	Consistency Analysis[a]
Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	**Consistent.** While this action/strategy is directed at local jurisdictions and not applicable on a project-specific basis, the Project would include 40 pre-wired EVS spaces, which is a minimum of 10% of the total provided parking spaces.
Implement shared mobility programs.	SCAG, Local Jurisdictions	**Not Applicable.** While this strategy directs local jurisdictions to implement shared mobility transportation programs, the Project would not interfere with these emerging programs.
Source: Southern California Association of Governments; *2016–2040 RTP/SCS, Chapter 5: The Road to Greater Mobility and Sustainable Growth*; April 2016.		

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 6.VIII-4** evaluates the Project's consistency with applicable GHG-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. The 2016 Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code, as amended pursuant to City Ordinance No. 184,692), incorporated by reference the mandatory requirements of the 2016 California Green Building Standards Code (discussed above under AB 32 Climate Change Scoping Plan).

Table 6.VIII-4
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	The City initiated an effort to establish green building requirements, paired with incentives, for medium- to large- private	**Consistent.** While this action primarily applies to the City, the Project would be designed and operated to meet the applicable

Table 6.VIII-4
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
	support private sector development.	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.	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). • 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).	**Consistent.** While this action primarily applies to the City and LADWP, the Project would incorporate water conservation features to reduce indoor water use by at least 20 percent., Water conservation measures could include: Energy Star-certified appliances in residential units and use of ultra-low flow toilets and hand wash faucets in public facilities.

Table 6.VIII-4
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
		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.]	[See W1, above.]
Focus Area: Transportation			
T4	Complete the Automated Traffic Surveillance and Control System (ATSAC).	This action reduces vehicle emissions that result from idling at intersections. By reducing vehicle stops, delays and travel time through improved traffic signal timing, vehicles can travel a longer distance at a consistent rate of speed, improving fuel economy.	**Consistent.** While the City has implemented this action, the Project would not interfere with the maintenance and improvement of improved 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.

Table 6.VIII-4
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
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 proposed Project would promote a pedestrian-friendly community by connecting the Project with the Downtown Los Angeles community through the provision of ground- level neighborhood-serving commercial retail and restaurant uses to activate the streets in the surrounding area. The Project Site is also located in an HQTA as designated by the 2016–2040 RTP/SCS and near regional and local transit services. The Project would provide residents and visitors with convenient access to public transit and opportunities for walking and biking, including the installation of bicycle parking spaces in accordance with LAMC requirements.
Focus Area: Land Use			
LU 1	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 advantage of infill opportunities and increasing density along transit corridors.	**Consistent.** The Project represents a mixed-use infill development that would provide live/work units, office, retail, and restaurant 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 residents, employees, and guests. Further, the Project is located within direct access to the I-10 and SR-110 freeways.

Table 6.VIII-4
Consistency with Applicable GHG Emissions Goals and Actions of the LA Green Plan

Action		Description	Consistency Analysis
LU 2	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 new live/work and commercial uses in close proximity to public transit opportunities. The Project Site area is well served by public transit, including both bus and rail service.
Focus Area: Waste			
Ws T1	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, 2019.			

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 multifamily 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. 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, and impacts would be less than significant impact.**

<u>Local: City of Los Angeles Sustainable City pLAn</u>

As discussed above, the Sustainable City pLAn includes both short- 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 aspirations as the Project is an infill development consisting of live/work, office, retail, and restaurant commercial uses on the Project Site, which is located near regional and local transit services. The Project would be well-served by transit and would implement a TDM Program that would encourage transit use. Furthermore, the Project would comply with CALGreen and would 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 residents and guests. **Therefore, the Project would be consistent with the Sustainable City pLAn, and impacts would be less than consistent**.

<u>Conclusion</u>

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 and Update*, the 2016–2040 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-specific 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 2016–2040 RTP/SCS, the LA Green Plan, and the Sustainable City pLAn, quantitative calculations are provided below.

The Project would generate direct and indirect GHG emissions as a result of different types of emissions sources, including the following:

- Construction: emissions associated with demolition of the existing buildings 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 (e.g., emergency generators);
- Mobile source: emissions associated with vehicles accessing the project site;
- 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.

The Project would generate an incremental contribution to and a cumulative increase in GHG emissions. A specific discussion regarding potential GHG emissions associated with the construction and operational phases of the Project is provided below.

<u>Construction</u>

Project construction is anticipated to be completed in 2023. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Appendix A to this SCEA. The GHG emissions associated with construction of the Project were calculated for each year of construction activity. A summary of GHG emissions for each year of construction is presented in **Table 6.VIII-5**.

As presented in **Table 6.VIII-5**, construction of the Project is estimated to generate a total of 98 $MTCO_2e$. 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.[3] The result of this calculation is annual Project construction emissions of 98 $MTCO_2e$. 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 A to this SCEA.

Table 6.VIII-5
Combined Construction-Related Emissions
($MTCO_2e$)

Year	$MTCO_2e$[a]
2020	835
2021	1,387
2022	710
Total	**1,387**
Amortized Over 30 Years	**98**

a CO₂e was calculated using CalEEMod and the results are provided in Section 2.0 of the Construction CalEEMod output file within ***Appendix A****.*

Source: DKA Planning, 2019.

<u>Operation</u>

Area Source Emissions

Area source emissions were calculated using the CalEEMod emissions inventory model. The emissions model includes emissions from hearths (fireplaces) and landscape maintenance equipment. As discussed above, the Project Design Feature GHG-PDF-1 prohibits the use of any natural gas-fueled fireplaces in the proposed residential units. Thus, the reduction in GHG emissions from Project Design Feature GHG-PDF-1 was calculated and is shown in **Table 6.VIII-6**. As shown in the table, the Project would result in a total of approximately 2 $MTCO_2e$ per year from area sources.

Table 6.VIII-6
Annual GHG Emissions Summary (Buildout)[a]
(metric tons of carbon dioxide equivalent [MTCO2e])

Year	$MTCO_2$[a]
Area[b]	2
Energy[c] (electricity and natural gas)	2,147
Mobile	3,639
Solid Waste[d]	155
Water/Wastewater[e]	345

3 *SCAQMD Governing Board Agenda Item 31, December 5, 2008.*

Construction	98
Total Emissions	**6,386**

[a] CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within **Appendix A**.
[b] Area source emissions are from landscape equipment and other operational equipment only; hearths omitted.
[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.
Source: DKA Planning, 2019.

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 for the Project 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 emissions intensity factors for LADWP were selected in CalEEMod. The carbon intensity ((pounds per megawatt an hour (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.

This approach 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.[4] 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 2016 Title 24 standards. For the Project scenario, an adjustment was made to account for the 2016 Title 24 standards. The 2016 Title 24 standards would be applicable to the Project as the Project would be built after January 1, 2017, when the 2016 Title 24 standards went into effect. The 2016 Title 24 standards are 28 percent more efficient (for electricity) than the 2013 Title 24 standards for residential construction and 5 percent more efficient (for electricity) for non-residential construction.[5]

As shown in **Table 6.VIII-6**, Project GHG emissions from electricity and natural gas usage would result in a total of 2,147 $MTCO_2e$ per year. This accounts for a six percent reduction in energy source emissions with implementation of Project Design Feature GHG-PDF-1 as compared to the Project without implementation of this project design feature.

Mobile Source Emissions

Mobile-source emissions were calculated for the Project using the SCAQMD-recommended CalEEMod emissions inventory model. CalEEMod calculates the emissions associated with on-road mobile sources associated with residents, employees, visitors, and delivery vehicles visiting the Project Site based on the number of daily trips generated and VMT.

The Project represents an infill development within an urbanized area that would concentrate new residential, office, retail, and restaurant uses within an HQTA.[6] The Project Site is located in Downtown Los Angeles with proximity to Metro local and Rapid bus service and the nearby Metro Rail Gold Line station. The Project would provide bicycle storage areas for Project residents and visitors. The Project would also incorporate characteristics that 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.[7] 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

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4 *CEC, Commercial End-Use Survey, March 2006, and California Residential Appliance Saturation Survey, October 2010.*

5 *CEC, 2016 Building Energy Efficiency Standards, Frequently Asked Questions.*

6 *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 March 2019.*

7 *CAPCOA, Quantifying Greenhouse Gas Mitigation Measures, 2010.*

VMT and associated GHG emissions. Techniques 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. The Project would increase the Project Site's density with 106 residences.

- **CAPCOA Measure LUT-3 – Increase Diversity of Urban and Suburban Developments (Mixed-Use):** The Project would introduce new uses on the Project Site, including new live/work units and commercial uses. The Project would co-locate complementary residential and commercial uses in proximity to other existing off site residential and commercial uses. The increases 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 south of Downtown Los Angeles and south of the Arts District area of the City, a primary job center, also easily accessible by public transportation. Access to multiple destinations, and other commercial and retail uses in proximity to the Project Site would reduce vehicle trips and VMT compared to the statewide average 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 would be located near Metro local and Rapid Bus services. The Project would also provide bicycle parking spaces for resident and commercial uses to encourage utilization of alternative modes of transportation.

- **CAPCOA Measure LUT-9 – Improve Design of Development:** The Project would enhance the pedestrian environment by developing floor live/work spaces, ground floor retail and improved streetscape, which would enhance walkability in the Project Site vicinity. The Project would also locate a development with a high level of street access, which improves street accessibility and connectivity.

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 in **Table 6.VIII-6**, the Project GHG emissions from mobile sources would result in a total of 3,639 $MTCO_2e$ 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.

Solid Waste Generation Emissions

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 in **Table 6.VIII-6**, the Project scenario is expected to result in a total of 155 $MTCO_2e$ 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 for the Project 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.[8] 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 emissions 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 in **Table 6.VIII-6**, Project GHG emissions from water usage and wastewater generation would result in a total of 345 $MTCO_2e$ per year, which reflects a 20-percent reduction in water/wastewater emissions consistent with building code requirements as compared to the Project without sustainability features related to water conservation.

Combined Construction and Operational Emissions

As shown in **Table 6.VIII-6**, when taking into consideration 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 98 $MTCO_2e$ annually (as amortized over 30 years) during construction and 6,288 $MTCO_2e$ per year during operation of the Project with a combined total of 6,386 $MTCO_2e$ per year.

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8 *The intensity factor reflects the average pounds of CO_2e per megawatt generated by a utility company.*

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 plans is to show how a project would reduce its incremental contribution to GHG emissions by comparing the estimated Project emissions to a theoretical estimate of standardized emissions, also known as "NAT or business-as-usual" and providing a comparison. The NAT scenario assumes that all future development remains at a density that is consistent with existing development in the area. The analysis in this section includes potential emissions under a NAT (business-as-usual) scenario and from the Project at build-out based on actions and mandates expected to be in force in 2020.

As shown in **Table 6.VIII-7,** the estimated emissions for the Project and the estimated emissions from its projected CARB 2020 NAT scenario are estimated to be 6,386 and 9,485 $MTCO_2e$ per year, respectively, which shows the Project would reduce emissions by 33 percent from CARB's 2020 NAT scenario.

Table 6.VIII-7
Estimated Reduction of Project-Related GHG Emissions Resulting from Consistency with Plans

Scenario and Source	NAT Scenario*	As Proposed Scenario	Reduction from NAT Scenario	Change from NAT Scenario
Area Sources	2	2	-	0%
Energy Sources	3,701	2,147	-1,555	-42%
Mobile Sources	5,184	3,639	-1,545	-30%
Waste Sources	155	155	-	0%
Water Sources	345	345	-	0%
Construction	98	98	-	0%
Total Emissions	**9,485**	**6,386**	**-3,099**	**-33%**

Daily construction emissions amortized over 30-year period pursuant to SCAQMD guidance. Annual construction emissions derived by taking total emissions over duration of activities and dividing by construction period.
** NAT scenario does not assume 30% reduction in in mobile source emissions from Pavley emission standards (19.8%), low carbon fuel standards (7.2%), vehicle efficiency measures 2.8%); does not assume 42% reduction in energy production emissions from the State's renewables portfolio standard (33%), natural gas extraction efficiency measures (1.6%), and natural gas transmission and distribution efficiency measures (7.4%).*
Source: DKA Planning, 2019.

The analysis in this section uses the 2017 Scoping Plan's statewide goals as one approach to evaluate the Project's incremental contribution to climate change. The methodology is to compare the Project's emissions as proposed to the Project's emissions as if the Project were built using a NAT approach in terms of design, methodology, and technology. This means the Project's emissions were calculated as if the Project was constructed with project design features to reduce

GHG emissions that are not required by state or local code and with several regulatory measures adopted in furtherance of AB 32.

While the AB 32 Scoping Plan's cumulative statewide objectives were not intended to serve as the basis for project-level assessments, this analysis finds that its NAT comparison based on the Scoping Plan is appropriate, because the Project would contribute to statewide GHG emissions reduction goals. Specifically, the Project's mixed-use nature and location in an existing urban setting provide opportunities to reduce transportation-related emissions. First, it would capture vehicle travel on-site that would have normally been destined for off-site locations. This produces substantial reductions in the amount of vehicle trips and VMT that no longer are made. Second, it would eliminate many vehicle trips, because travel to and from the Project Site could be captured by public transit and pedestrian travel instead. Finally, it would attract existing trips on the street network that would divert to the proposed uses.

Post-2020 Analysis

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.[9] 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 would require the state board 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 discussed above, SCAG's 2016-2040 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 2016-2040 RTP/SCS ensures VMT reductions and other measures that reduce regional emissions from the land use and transportation sectors. Specifically, the 2016–2040 RTP/SCS would result in an estimated 8-

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9 *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.*

percent decrease in per capita GHG emissions by 2020, an 18-percent decrease in per capita GHG emissions by 2035, and a 21-percent decrease in per capita GHG emissions by 2040. By meeting and exceeding the SB 375 targets for 2020 and 2035, as well as achieving an approximately 21-percent decrease in per capita GHG emissions by 2040 (an additional 3-percent reduction in the five years between 2035 [18 percent] and 2040 [21 percent]), the 2016–2040 RTP/SCS is expected to fulfill and exceed its portion of SB 375 compliance with respect to meeting the state's GHG emission reduction goals.

The Project is the type of land use development that is encouraged by the 2016-2040 RTP/SCS to reduce VMT and expand multi-modal transportation use 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 emissions reductions consistent with state climate targets for 2020 and beyond. In addition, the Project would be consistent with the Actions and Strategies set forth in the 2016–2040 RTP/SCS. **Therefore, the Project would be consistent with the 2016–2040 RTP/SCS, and impacts would be less than significant.**

Conclusion

Given the Project's consistency with state, SCAG, and City GHG emissions reduction goals and objectives, the Project is consistent with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. In the absence of adopted standards and established significance thresholds, and given this consistency, it is concluded that the Project's incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

Cumulative Impacts

As explained above, the analysis of a project's GHG emissions is inherently a cumulative impacts analysis, because climate change is a global problem, and the emissions from any single project alone would be negligible. Accordingly, the analysis above took into account the potential for the Project to contribute to the cumulative impact of global climate change.

The analysis shows that the Project is consistent with CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The analysis also shows that the Project would be consistent with the 2016–2040 RTP/SCS, which would serve to reduce regional GHG emissions from the land use and transportation sectors by 2020 and 2035. In addition, the Project would comply with the LA Green Plan, which emphasizes improving energy conservation and energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. Furthermore, the Project would generally comply with the aspirations of the Sustainable City pLAn, which includes specific targets related to housing and development, and mobility and transit. 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 greenhouse gas emissions and their effects on climate change would not be cumulatively considerable. **For these reasons, the Project's cumulative contribution to global climate change is less than significant.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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 it 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?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

The information and analysis of the Project's potential impacts to hazards and hazardous materials is based primarily on the following (refer to Appendix E):

E-1 *Phase I Environmental Site Assessment, 2025 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street, Environmental Managers & Auditors, Inc., June 2015.*

E-2 *Phase II Environmental Site Assessment, 1024 Mateo Street, 2016 Bay Street, and 2001, 2005, and 2025 Sacramento Street, Certified Environmental Consultants, Inc., August 13, 2015.*

E-3 *Site Characterization Report, Anderson Environmental, December 3, 2015.*

E-4 *Existing Soils Status – Opinion Letter, Remdox Inc., April 27, 2020.*

E-5 *Soils Management Plan, Remdox Inc., May 27, 2020.*

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

Less Than Significant Impact with Mitigation.

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 mixed-use development (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Project would require the routine 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, as discussed below in detail

Phase I

The Phase I Report (Appendix E-1) includes the results of an inspection of the Project Site to assess the current on-site activities that may pose potential impact to the subsurface conditions of the Project Site. Environmental Managers & Auditors, Inc. (EMA) prepared the Phase I Environmental Site Assessments (Phase I ESA) for the Project Site in conformance with the scope and limitations of the American Society for Testing and Materials (ASTM) Practice E1527-13, 40 Code of Federal Regulations (F) Part 312.

The Project Site was inspected regarding potential environmental concerns including the presence of the UST's or AST's, spray booths, pits, clarifiers, and/or sumps, quantities and types of hazardous/toxic materials and wastes stored, treated, used, generated, or disposed of as part of present or previous tenants business activities, unusual stains or odors, and knowledge of hazardous material spills on the Project Site. The Project Site was inspected for evidence of any staining and/or spills.

Based on the Phase I ESA, various concerns were identified. The recognized environmental conditions included drainage/belowground clarifier associated with auto washing operations at the Project Site. In addition, significant stains were observed in the vicinity of hazardous materials/hazardous wastes storage areas at the Project Site.

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. EMA identified historical recognized environmental conditions during the course of the Phase I ESA. The HREC included operation of a service station, Wash Rack with a clarifier, grease pit and a junk yard at the Project Site in the past. The owner of the service station was indicated as Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company at the Site.

Phase II

Based on the recommendation of the Phase I, the Project Applicant also performed a Phase II ESA for the Project Site to perform subsurface collection and analysis of soil vapor samples to ensure that any potential UST would not create a potentially significant impact. The Phase II is included as Appendix E-2. In summary, no subsurface features that would be consistent with the presence of USTs were identified in the screened areas. This finding, in conjunction with a prior grading-permit reference for "storage tank backfill", is deemed to be consistent with the prior removal of the Site’s former USTs.

Further, the soil-sample analytical report in the Phase II indicated the presence of arsenic. This concentration was slightly greater than the published ESL for this compound in shallow soils at commercial properties. The remaining Title 22 metals were reported at concentrations that were well below the respective ESL values or were not detected. Also, the soil-vapor analytical report indicated the presence of tetrachloroethene, also known as perchloroethene, or PCE, in each of the collected samples. Each of these values exceeds the screening level for PCE in commercial-site soil vapors (California Human Health Screening Levels).

The soil-vapor screening did not identify the presence of any of the most common VOCs that are associated with gasoline and other petroleum products (benzene, ethylbenzene, toluene, and total xylenes). This finding is deemed to be consistent with a lack of present-day, fuel-related environmental impacts at the Project Site. Based on the results of the Phase I and Phase II reports, the Project Site has the potential for impacts related to Hazardous Materials unless mitigated.

Site Characterization Report

As disclosed above, during the Phase II ESA, PCE was detected in eight soil vapor samples collected throughout the Project Site at a depth of 5 feet below ground surface (bgs). The three highest PCE concentrations were detected in the area of the former hoists, pump islands, and UST pit in the southwestern portion of the Project Site. The source of the PCE was unknown, and there was no soil data collected as part of that assessment.

In an attempt to further evaluate the source of PCE vapor contamination and delineate the lateral and vertical extent of impact, Andersen Environmental performed additional sampling and analysis, which formed the context of the Site Characterization Report. Overall, PCE was detected in only 2 of the 12 analyzed soil samples, and both of the detected concentrations were below the screening level for direct exposure. Additionally, all of the deeper soil samples from 15 feet to 30 feet bgs had no detectable concentrations of VOCs, indicating that the vertical extent of PCE contamination in soil has been adequately delineated. Furthermore, PCE was not detected in the 15- and 30-foot samples from borings. Although the source of PCE impact remains unclear, the residual concentrations do not represent an unacceptable risk to human health or the environment, and the extent of impact has been adequately delineated. Further, the ND concentrations in the 15- and 30-foot soil samples do not correlate with the soil vapor concentrations detected at those depths, potentially signifying that the vapors have migrated onto the Site from an off-Site source.

Subsurface soil vapor is impacted with VOCs, primarily PCE and, to a lesser extent, TCE. Based on the information within the Site Characterization Report, the VOCs in soil vapor do not pose an unacceptable risk to Project Site occupants. Regardless of the potential source of the soil vapor impacts, since the results indicate that the risk to on-Site occupants under commercial use scenarios is within acceptable limits, no further delineation of the soil vapor contaminant plume was warranted.

In summary, the following are the recommendations of the Site Characterization Study:

- Based on the extent of soil impact, which appears to be limited to shallow soil (less than 10 feet deep) in localized areas of the Project Site, no further soil assessment is warranted at this time.

- Given the distribution of VOCs in soil vapor and the results of the model, no further soil vapor assessment is warranted.

- Given the potential for mass excavation and grading of the Project Site for the construction of an underground parking structure, Andersen Environmental recommends that extra care be taken during any excavation and grading work, since it is possible that residual VOCs may be encountered during Project Site redevelopment activities. Further, since PCE has been detected in subsurface soils, it should be noted that a waste profile will need to be established prior to soil being exported off-Site, and the soil will require transportation and disposal in accordance with federal, state, local, and tribal laws and regulations.

Soils Status Letter

At the direction of the City and Applicant, Remdox was retained to provide an opinion on the environmental status of the Project Site with respect to the redevelopment as a mixed-use commercial/residential project. In summary, the Remdox Soils Status Letter shows evidence of subsurface contamination by PCE, which will likely need to be addressed as part of the redevelopment program to protect workers during excavation and grading, and to protect the future occupants of the property. The proposed development includes subterranean parking with a ground floor used for commercial purposes and residential use limited to the upper floors. Given that no residential units are proposed with a connection to the surface grade, the development remains a "commercial end-use" scenario, with respect to possible impacts from subsurface contamination.

Overall, Remdox agrees with the conclusions provided by Andersen Environmental in the Site Characterization Report, but regulatory limits that have been developed for vapor intrusion threat have since been altered to far more stringent levels; therefore, Remdox recommends a more aggressive approach to mitigate unforeseen possible vapor intrusion risks (including PCE) during construction and operation of the Project Site. These mitigation measures are listed below, which will help reduce potential impacts to a less than significant level.

Soils Management Plan

As a result of the above analysis and the recommended mitigation measure below, Remdox, Inc. prepared a Draft Soil Management Plan (SMP) in advance of Project approval. The objective of the SMP is to provide a framework for identifying and handling of VOC-contaminated soil that could conceivably be encountered during Project Site excavation and grading, which could impact the routine use, transport, or disposal of contaminated soils. The SMP is designed to provide a mechanism to segregate possibly impacted soil from non-impacted soil. The final disposition of the soil piles depends on the preliminary screening effort and follow-up laboratory testing as required by the waste-accepting facility.

Although no significant environmental concerns remain for the proposed development, the findings suggest a very low but potential health risk during the construction phase of the Project. This might include encountering soil or soil gas impacted with VOC. This SMP is intended to mitigate that risk to an acceptable extent. Because the Project includes a net export of a significant volume of soil, this SMP includes provisions for segregation of excavation spoils for disposal at appropriate facilities. Soil that is impacted with VOC will be handled and disposed separately from native non-impacted soil using the screening methods discussed therein.

As stated in greater detail in the SMP, the greatest potential for exposure exists during excavation and grading, where fugitive vapors could be admitted to the atmosphere and personnel could come in contact with vapors containing these constituents. However, the SMP proposed mitigation measures which are listed below will help reduce any potential impacts.

Additionally, pursuant to SCAQMD Rule 1403, prior to the issuance of any demolition and/or alteration permits, the Project Applicant shall provide a letter to the LADBS from a qualified asbestos abatement consultant indicating that no asbestos-containing materials (ACMs) are present on the Project Site. If ACMs are discovered on Site, during demolition or construction proper abatement regulations shall be followed. Because the Project would be required to comply with the SCAQMD Rule 1403, which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and/or renovation activities, as well as other applicable state and federal regulations, impacts from ACMs would be less than significant. Additionally, demolition and removal of the existing building would be required to comply with CCR Title 8, Section 1532 et seq., which requires that all LBP be abated and removed by a licensed lead contractor. Standard handling and disposal practice shall be implemented pursuant to California Department of Industrial Relations (Cal-OSHA) regulations. Prior to issuance of a demolition permit, an LBP survey shall be performed and approved by the LADBS.

Thus, construction and operation of the Project would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant with implementation of the below mitigation measures.

Mitigation Measures (Hazards and Hazardous Materials)

HAZ-MM-1: During excavation of the Project Site for the subterranean parking garage and prior to issuance of a Building Permit, if a UST is encountered, the Project Applicant shall procure a Division 5 Permit from the Los Angeles County Fire Department for removal of a UST and shall comply with the requirements of the permit.

HAZ-MM-2: Prior to issuance of a Building Permit, the Soil Management Plan (SMP) dated May 27, 2020 and subsequent amendments shall be submitted to the Los Angeles County Fire Department for review and approval. The SMP shall be implemented during excavation and grading activities in areas of potential soil contamination to ensure site closure is properly implemented, and contaminated soil encountered is properly identified, removed, and disposed of off-site. The SMP shall include the following:

- A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the SMP and to actively monitor the soil and excavations for evidence of contamination.

- Soil encountered during excavation or grading activities that appears to have been affected by hydrocarbons or other contamination shall be evaluated, based on appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility.

- Identified contaminated soil shall be properly removed, handled, and transported to an appropriately licensed disposal facility, in accordance with the SMP.

- Measures to protect construction workers from exposure to soils.

HAZ-MM-3: Prior to start of construction, building controls such as liquid boot protection or a passive sub-slab vapor depressurization system as part of the footprint of the structure shall be included to the satisfaction of the Los Angeles Building and Safety Department.

HAZ-MM-4: The design of the passive system shall include the provision to convert the passive system to an active depressurization system if vapor concentrations near the slab and in the parking structure exceed federal, state and/or local screening levels.

- Vapor sampling of the parking area and passive sub-slab system shall be conducted either annually or semi-annually to periodically measure the contaminant concentrations in those areas.

HAZ-MM-5: During excavation tasks, a photo-ionization detector (PID) shall be on site at all times. The PID shall be maintained in good working order, and shall be calibrated by the manufacturer at least once every three months and by experienced personnel on a daily basis. The calibration of the device shall be verified using hexane calibration gas at the beginning of each working day. In the event that inconsistent or erratic readings are experienced, or the PID becomes otherwise inoperable, all excavation activities will cease until it is repaired or replaced.

HAZ-MM-6: All monitoring shall be conducted by an environmental professional provided by Remdox or other equally qualified professional, and the monitoring of soil will occur at a distance no more than 3 inches above the soil surface using the PID. Monitoring shall be initially conducted at a minimum frequency of one reading every fifteen minutes. Upon detection of VOC contamination, monitoring shall be conducted at a minimum rate of one reading for every five cubic yards excavated. All readings shall be taken no later than three minutes after each load of soil is excavated. All monitoring shall be conducted by trained personnel who are proficient in the use of the PID. Written records of PID monitoring and calibrations shall be kept in a format approved by the SCAQMD. The certification on all records shall be signed and dated on the day the measurements are observed. Upon detection of VOC-contaminated soil (defined by PID readings 50 ppmV or greater), the SCAQMD shall be notified within 24 hours. The Soil Monitoring Program is required by SCAQMD but is also designed to provide a framework for segregating the soil planned for export into three categories: Significantly Impacted Soil, Lightly Impacted Soil, and Non-Impacted Soil.

HAZ-MM-7: Although not expected during this project, any VOC-contaminated soil greater 1000 ppmV shall be immediately stockpiled, covered with plastic sheeting and stored separately from non-VOC-contaminated soil. Once excavated, contaminated soil under these conditions will be considered contaminated at all times and will not be backfilled. A VOC contaminated stockpile shall not contain more than 500 cubic yards of soil.

HAZ-MM-8: If the PID measurement is greater than 50 ppmV, but less than 1000 ppmV, the affected work area and load of soil shall be sprayed with water to suppress vapors. The contaminated soil in stockpiles shall be covered with plastic sheeting and secured so that no portion of the contaminated soil is exposed to the atmosphere.

HAZ-MM-9: If the PID measurement is greater than 1000 ppmV, SCAQMD will be notified within one hour and the affected soil and working area shall be immediately sprayed with water. Contaminated soil once stockpiled and covered with plastic sheeting shall remain covered and undisturbed until removed from the site. In the unlikely event that any contaminated soils meet the criteria for designation as hazardous waste it will be disposed of according to the applicable SCAQMD and City regulations.

HAZ-MM-10: Any soil with readings greater than 50 ppmV via PID shall be considered potentially contaminated and placed in a separate stockpile from native soil that is not impacted. This material will require additional testing and separate disposal from the (highly unlikely) Significantly Impacted Soil and the (probably more voluminous) Non-Impacted Soil. Monitoring of the spoils during excavation using the PID is the primary mechanism for separation of the material into different piles that may not be comingled. Stockpiles may be expanded to a maximum of 500 cubic yards before disposal is required. Determining the fate and destination of the stockpiled soil will require sampling and profiling of the material as required by the waste-accepting facility. This will include laboratory testing for petroleum hydrocarbons, VOC, heavy metals, and other components at their discretion. Soil that passes the field screening and has less than 50 ppmV VOC will be considered Non-Impacted by the SCAQMD Rule 1166 standards, but still may be impacted enough to warrant discretionary disposal at an appropriate landfill. Because of the high sensitivity of chlorinated volatiles, Remdox recommends that all soils over 1 ppmV be contained in a separate pile from non-impacted soil.

Level of Significance after Mitigation

With mitigation incorporated, all potential impacts would be reduced to less than significant levels.

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?

Less Than Significant Impact with Mitigation. A significant impact may occur if a project utilizes hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions.

As stated above, a Phase I and II were prepared for the Project Site. As disclosed above, during the Phase I and II ESA, PCE was detected in eight soil vapor samples collected throughout the Project Site at a depth of 5 feet bgs. The three highest PCE concentrations were detected in the area of the former hoists, pump islands, and UST pit in the southwestern portion of the Project Site.

Database Search

The following is a list of databases related to potential on-site and off-site sources of contamination that were reviewed and interpreted by EMA (Phase I ESA) As noted in the Phase I ESA, no sites pose potential environmental concerns relative to the Project Site and the Proposed Project.

Federal Sources

- National Priority List
- Comprehensive Environmental Response, Compensation, and Liability Act Information System
- CERCLIS-NFRAP
- Federal Facilities (FEDFAC)
- Federal ERNS List

- Federal RCRA TSD Facilities List
- Federal RCRA Small & Large Generators List
- EPA CORRACTS
- Site Enforcement Systems (SETS)
- Enforcement Docket System (DO)
- Criminal Docket System (C-DOCKET)
- Federal Enforcement Dockets
- Superfund Amendments and Reauthorization Act (SARA)
- Nuclear Regulatory Commission Licenses (NC)
- Polychlorinated Biphenyl Waste Handler Database (PCB)
- Permit Compliance System (PCS)
- Facility System (AFS)
- Section Seven Tracking System (SSTS)
- FIFRA/TSCA Tracking System (FIFRA)
- Federal Facilities Information System (FFIS)
- Chemicals in Commerce Information System (CICIS)
- EPA Facility Index System (FINDS)
- Hazardous Material Incident Report System (HMIRS)

California State Sources

- State Response Sites
- Cal Sites - No Further Action
- School Property Evaluation Program
- Voluntary Clean Up Program
- Properties Needing Further Evaluation
- Leaking Underground Storage Tanks (LUST)
- Solid Waste Information System (SWIS)
- Underground Storage Tank (UST) Registrations Database
- Hazardous Waste and Substance Site List (CORTESE List)
- Hazardous Waste Information System
- Toxic Release
- Toxic Pits
- Solid Waste Assessment Test

Local Sources

- City of Los Angeles Department of Building and Safety
- South Coast Air Quality Management District (SCAQMD)

- Department of Toxic Substances Control
- California Regional Quality Control Board- Los Angeles Region

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact with Mitigation. The closest school to the Project Site is the Metropolitan High School, located approximately 980 feet north of the Project Site, which is within one-quarter mile of the Project Site. To help reduce potential exposure to neighboring schools, an SMP was prepared and will be submitted to the Los Angeles County Fire Department for review and approval. The SMP has suggested mitigation measures to help reduce potential hazardous materials impacts, all of which would be implemented during excavation and grading activities in areas of potential soil contamination to ensure Project Site closure is properly implemented, and contaminated soil encountered is properly identified, removed, and disposed of off-site. With these measures, and compliance with all federal, state, and local standards and regulations, the Project Site is not anticipated to emit dangerous levels of hazardous emissions during construction or operation. Therefore, the Project would not adversely affect the existing Metropolitan High School. **Thus, impacts would be less than significant with mitigation**.

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 it create a significant hazard to the public or the environment?

No Impact. California Government Code Section 65962.5 requires various state agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB), to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[1] The construction and operation of the Project would not create a significant hazard to the public or the environment, as a result of being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on this, development of the Project and construction at the Project Site would not cause or exacerbate a significant hazard to the public or the environment nor impact Project residents. **Therefore, no impacts related to this issue would occur**.

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1 Department of Toxic Substances Control, Envirostor, https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60001142, April 16, 2018.

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 Hollywood Burbank Airport located approximately 17 miles northwest of the Project Site. Thus, implementation of the Project would not have the potential to exacerbate current environmental conditions as to result in a safety hazard for people residing or working in the area of the Project Site. **Therefore, no impacts related to this issue would occur.**

f. Impair implementation of or physically interfere with 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, that identifies emergency evacuation routes, along with the location of selected emergency facilities.

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. Furthermore, prior to the issuance of a building permit, the Project Applicant would be required by the Los Angeles Fire Department (LAFD) and the Department of Building and Safety to develop an emergency response plan for the Project in consultation with the LAFD. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. **Preparation and implementation of the Project-specific emergency response plan as required by the City would ensure that Project impacts related to emergency response would be less than significant.**

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project Site is located in a highly urbanized area of the City that is not subject to wildland fires. Also, the Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, the Project would not 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. **Implementation of the Project would not have the potential to exacerbate existing environmental conditions so as to increase the potential to expose people or structures to**

significant risk of loss, injury or death involving wildland fires, and no impacts would occur as a result of the Project.

Cumulative Impacts

The geographic extent of the Project's potential hazards, and hazardous materials impacts is limited to the Project Site and would not contribute to any other potential hazards and hazardous materials 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, with mitigation, the Project would not result in any significant impacts related to hazards and hazardous materials. **Therefore, cumulative impacts related to hazards and hazardous materials would be less than significant.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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 flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Thus, a significant impact could occur if the Project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems or would not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB).

The Project 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 and sedimentation 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 construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project has the potential to introduce small amounts of pollutants typically associated with mixed-use developments (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains, however during operation the Project would 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 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 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. 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 Project Site is located in an urbanized area of the City and is developed with a surface parking lot and automotive service building. During a storm event stormwater runoff flows to the adjacent roadways where it is directed into the City's storm drain system. As such, the Project Site is not a source of groundwater recharge. Following redevelopment of the Project Site, groundwater recharge would remain negligible, similar to existing conditions. Based on the Phase I ESA conducted for the Project Site (refer to Appendix D-1), groundwater was encountered at roughly 120-feet below the ground surface. The project's excavation is expected to be 25 feet below the ground. As such, no temporary groundwater removal would be required. Additionally, all water consumption associated with the Project would be supplied by LADWP and not from groundwater beneath the Project Sites. **Thus, no impacts related to groundwater would occur as a result of the Project.**

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;

Less Than Significant Impact. A significant impact could occur if the Project substantially altered the drainage pattern of the Project Site or an existing stream or river, so that substantial erosion or siltation would result on-or off-site. The Project Site is located in a highly urbanized area of the City. There are no natural watercourses on the Project Site. The nearest watercourse is the Los Angeles River located approximately 2,100 feet east of the Project Site. As discussed above, the Project Site is developed with buildings and/or paved surfaces and are considered 100 percent impervious. Current stormwater runoff flows to the local storm drain system.

Under the post-Project condition, the Project Site also would be considered 100 percent impervious, and drainage patterns would be much the same as under the existing condition. The

Project 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 Project 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 in a 24-hour period. **Therefore, the Project would not result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.**

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. A significant impact could occur if the Project resulted in increased surface water runoff volumes during construction, or if operation of the Project would result in flooding conditions affecting the Project Site or nearby properties. Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns and reduce off-site flows. However, construction and operation of the Project would not result in a significant increase in site runoff or any changes in the local drainage patterns that would result in flooding on- or off-site. The Project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. Compliance with the LID Ordinance would also reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. **Impacts would therefore 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; or

Less Than Significant Impact. A significant impact could occur if the Project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project Sites, or if the Project would introduce substantial new sources of polluted runoff. Runoff from the Project Site currently is and would continue to be collected on the sites and directed towards existing storm drains in the vicinity of the Project Site.

Construction-Related Project Impacts

Three general sources of potential short-term construction-related stormwater pollution associated with the Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures, or BMPs, can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. During construction, the Applicant shall be required to implement all applicable and mandatory BMPs in accordance with the approved LID Plan and the SWPPP. **These "good-housekeeping" practices would ensure that short-term construction-related impacts would be less than significant.**

Operation-Related Project Impacts

Pursuant to City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite no increase of imperviousness surfaces on the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, pollutants resulting from Project operation, including petroleum products associated with the Project's parking and circulation areas, would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters inch of rainfall in a 24-hour period. Thus, the Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **Therefore, Project impacts related to storm drain capacity and water quality would be less than significant.**

Activities associated with operation of the Project could generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking garage could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the Project must comply with water quality standards and wastewater discharge BMPs set forth by the City, the SWRCB, and the Project's approved LID Plan. Through compliance with existing regulations and the approved LID Plan, the Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. **Therefore, Project impacts related to storm drain capacity and water quality would be less than significant.**

iv. Impede or redirect flood flows?

No Impact. The Project Site is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA).[1] Also, the Project Site is not located near any bodies of water. 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. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant disturbance undersea, such as a tectonic displacement of sea floor associated with large, shallow earthquakes. Mudflows occur as a result of downslope movement of soil and/or rock under the influence of gravity. The Project Site is located approximately 15 miles east of the Pacific Ocean. In addition, the Safety Element of the General Plan does not map the Project Site as being located within an area potentially affected by a tsunami.[2] **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, and no impact 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 and sedimentation from entering the storm drains during the construction period. However, the Project would obstruct implementation of a water quality control plan. 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. **Thus, potential impacts would be less than significant.**

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1 *FEMA, https://msc.fema.gov/portal/search?AddressQuery=350%20Hill%20street%2C%20los%20angeles%2C%20ca#searchresultsanchor, effective on 9-26-2008; and City of Los Angeles General Plan Safety Element, Exhibit F.*

2 *Ibid.*

Cumulative Impacts

The site of the 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 ensure that water quality impacts are minimized. **Therefore, Project cumulative impacts related to hydrology and water quality would be less than significant.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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. Physically divide an established community?

No Impact. The Project Site is located in an urbanized area of the City in the Central City North Community Plan Area. A fully developed street network is located adjacent to the Project Site and within the vicinity of the site, along with all basic urban infrastructure systems. The Project would not create a physical barrier causing an impediment to travel or access in the area surrounding the Project Site. Development of the Project would occur within the boundaries of the existing Project Site. **Thus, the Project would not physically divide, disrupt, or isolate an established community. Therefore, no impacts related to this issue would occur.**

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?

Less Than Significant Impact. As discussed below, the Project would be substantially consistent with all of the applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. The Project requires a Zone Change and General Plan Amendment to, among other things, allow housing to be constructed at the Project Site; however, mitigation measures will ensure these amendments are adopted following a determination that the environmental, social, economic and engineering benefits of the Project support such amendment. **Project impacts related to land use and planning would be less than significant.**

In order to implement the Project, the Project Applicant is requesting approval of the following discretionary actions from the City:

1. Pursuant to **Los Angeles Municipal Code (L.A.M.C.) Section 11.5.6,** as authorized by the Los Angeles Charter Section 555, the Applicant requests approval of a **General Plan Amendment** to revise the land use designation in the Central City North Community Plan from Heavy Industrial to Commercial Industrial to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units ("LW"), of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low Income level, and approximately 119,845 square feet of commercial space. The Applicant also requests the deletion of Community Plan Footnotes 1 and 6, from the Industrial land use category to permit Height District 2 in the CM zone on the Project Site.

2. Pursuant to **L.A.M.C. Section 12.32 F & Q**, the Applicant requests approval of Vesting Zone Change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low Income level, and approximately 119,845 square feet of commercial space.

3. Pursuant to **L.A.M.C. Section 12.32 F**, the Applicant requests approval of a Height District change from M3-1-RIO to CM-2-RIO to permit the construction of a new mixed-use project containing a maximum of 106 Live/Work Units, of which 9 units (11% of the base density, which is 78 units) will be set aside as Restricted Affordable units at a Very Low income level, and approximately 119,845 square feet of commercial space. The Project's proposed floor area ratio is equal to 4.57:1.

4. Pursuant to **L.A.M.C. Section 12.22 A.25** (as amended by Ordinance 179,681), the Applicants propose to set aside 11% of the site's base density , which is 78 units, equal to 9 units, as Restricted Affordable Units at a Very Low Income level, qualifying it for a 35% density increase, parking reductions and the following incentive:

   a. On-Menu Incentive, pursuant to **L.A.M.C. Section 12.22 A.25(f)(7):**

      i. To utilize the pre-dedicated lot area to define the site's permitted density. The request will permit a base density of 78 units in lieu of 73 units.

5. Pursuant to **L.A.M.C. Section 16.05**, the Applicant requests the approval of Site Plan Review.

6. Pursuant to California Government Code Sections 66473.1, 66474 (Subdivision Map Act) and LAMC, Section 17.00 of Article 7 (Division of Land), the Applicant requests a

Vesting Tentative Tract Map No. 74596 to merge and resubdivide all existing lots to create 106 Live/Work condominiums within an Airspaces Subdivision consisting of seven lots.

Project Consistency Discussion

The Project's consistency with the General Plan Framework Element land use policies is provided in **Table 6.XI-1**. As noted, policies are listed and labeled as either consistent, partially consistent, or not consistent.

The determination of consistency with applicable land use policies and ordinances is based upon a review of the planning and zoning documents that regulate land use or guide land use decisions pertaining to the Project Site. A project is considered consistent with the provisions and general policies of an applicable city or regional land use plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect conformity with each and every policy. More specifically, according to the ruling in *Sequoyah Hills Homeowners Association v. City of Oakland*, state law does not require an exact match between a project and the applicable general plan. Rather, to be "consistent," the project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning that a project must be in "agreement or harmony" with the applicable land use plan to be consistent with that plan.

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
Framework Element: Land Use Chapter	
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 will provide a diversity of uses. The Project Site is located in a highly urbanized area in the City. The Project would develop 106 live/work units, approximately 13,979 square feet of commercial land uses, 13,126 square feet of restaurant uses, and 92,740 square feet of office uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. Thus, the Project would provide new housing and sources of retail and employment at the Project Site.
3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent**. The Project will integrate housing and commercial uses. The Project Site is located in a highly urbanized area in the City. The Project would develop 106 residential live/work dwelling units, approximately 13,979 square feet of commercial land uses, 13,126 square feet of restaurant uses, and 92,740 square feet of office uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. .

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The area of the Project Site currently experiences a low level of pedestrian activity, based on most uses being industrial related surrounding the Project Site. Based on the proximity of transit and sources of employment and retail opportunities, it is anticipated that introduction of the Project would increase the level of pedestrian activity in the area. With this new level of pedestrian activity created, the Project would be designed to encourage pedestrian activity and walking and cycling as a transportation mode. The Project would be designed to provide connections to the adjacent public sidewalks and would include site enhancements to promote walkability. The Project Site would be accessible from nearby public bus and rail transit stops as well as other amenities along nearby major corridors. The majority of pedestrian access to the Project Site would occur via the existing public sidewalks provided along every street in the Downtown Los Angeles area. Use of bicycles as a transportation mode to and from the Project Site would be encouraged as part of the Project by the provision of ample and safe bicycle parking. The type of spaces and dimensions would be provided based on LAMC Sections 12.21 A.16 and 12.21 A.4(c), as well as to meet the needs of a variety of bicycles. The proposed 110 bicycle spaces would be provided in a readily accessible location(s). Appropriate lighting would be provided to increase safety and provide theft protection during nighttime parking. The short-term and long-term bicycle parking requirements of the LAMC would be satisfied both for the residential and commercial land use components of the Project.
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 Site is located in a highly urbanized area in the City. The Project is an infill development that would include approximately 13,979 square feet of commercial land uses, 13,126 square feet of restaurant uses, and 92,740 square feet of office uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. Also, the Project is not near other neighborhoods of the scale of this development, thus, conservation of neighborhood is minimized, as no impact would occur to existing residential uses.

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
3.14.1 Accommodate the development of industrial uses in areas designated as "Industrial-Light," "Industrial-Heavy," and "Industrial-Transit" in accordance with Tables 3-1 and 3-9. The range and intensities of uses permitted in any area shall be determined by the community plans.	**Inconsistent.** Although the Project does not propose new industrial land uses, the Project's new live/work and commercial space will serve the goal of generating new jobs and economic activity in the area. Further, the proposed office space will serve existing technology industry in the area. The ongoing pattern of development in the area including mixed-use projects is beneficial for the City's long- term fiscal and economic viability as these projects generate small business activity and economic opportunities. The Project Site is in an area of transition within the Downtown Los Angeles portion of the City. Based on the changing demographics of the immediate area, the Project Site is not suited to a large-scale industrial operation. Many of the industrial related land uses near the Project Site are either vacant or no longer being fully utilized for industrial related practices. This area of the City is not ideal for heavy industrial land uses due to densities and conflicting land uses around the Project Site. In addition, the local infrastructure including street widths is no longer suited to industrial use and the movement of large trucks. Although the Project is inconsistent with this policy, the Project is consistent with most of the General Plan policies listed and analyzed in this SCEA.
3.14.2 Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).	**Consistent.** The mixed-use Project will contribute to the City's flexible zoning, while revitalizing an area that has lacked new investment, by introducing commercial uses that will be beneficial to local residents and businesses. The existing industrial zoning is not ideal for heavy industry due to densities and conflicting land uses, but the mixed-use nature of the Project would help establish a new sector to this particular area of the City by locating housing and jobs in close proximity to each other and near transit. In addition, the Project will provide for the clustering of new jobs within the Project's office space. This will in turn provide new jobs to increase the overall number of jobs on the Property from what exists currently.
3.14.3 Promote the re-use of industrial corridors for small scale incubator industries.	**Consistent.** The Project would re-use the existing Project Site for construction of a new mixed-use development. The commercial office and 106 Live/Work units may serve the small scale incubator industries. In addition, the Project Site is in the Arts District area of the City that allows the

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
	clustering of projects with supporting uses that strengthen the economic base of the community. Moreover, while the existing industrial designation for the Property is not appropriate to support the jobs being created in the area, the Project would provide for new technology industry jobs, creating the potential for new small scale industries to develop and grow within the existing industrial area.
3.14.4 Limit the introduction of new commercial and other non-industrial uses in existing commercial manufacturing zones to uses which support the primary industrial function of the location in which they are located.	**Not Applicable.** Please see Framework Policy 3.1.1 and 3.14.1, above, for a thorough discussion of applicable policies that furthers the Project's consistency with the City's Framework Element.
3.14.5 Promote the development of a mix of commercial and light industrial uses in areas designated as Industrial-Transit.	**Consistent.** The Project would promote the development of a mix of commercial uses in an area in close proximity to transit. The Project Site is in close proximity to the MTA's express bus system, known as Metro Rapid. The most convenient Metro Rapid stop to the Project Site is Metro Rapid Bus 760, which runs north and south along Santa Fe Avenue and then turns west along 7th Street connecting with the 7th Street Metro Station. Route 760 runs south to Long Beach Boulevard ending at the 105 Freeway and the Green Line rail station. In addition, the Project would provide a mix of commercial uses by introducing commercial retail space and creative office space to the neighborhood.
3.14.6 Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria: a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development; b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;	**Consistent.** The proposed Project Site meets the criteria for amendment as it is located in an area characterized by smaller parcels and substandard streets, restricting the potential for site expansion required by newer industries. Substandard streets are a major impediment to heavy industrial use in the area. Although the Project Site is one of the larger sites in the area, it represents an underutilized parcel in a transit rich location, with a large street frontage on a prominent corner, which is best suited to serve as a mixed use development combining needed economic activity and live/work and affordable housing. Further, the Project is consistent with the recent pattern of mixed use development in the Arts District area which continues to experience substantial growth of

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods; d. Where available infrastructure is inadequate, and improvements are economically infeasible to support the needs of industrial uses; e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas; f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses; g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.	Live/Work development, revitalization and commercial growth. This Project Site provides a catalytic opportunity to provide a higher and better use for the Property that can contribute new jobs, retail and residential uses in close proximity to Downtown Los Angeles. The Project and its uses will be consistent with the diversity of surrounding uses in the Project Site area, including a garden store, hair salon, members-only club and restaurant, and other related uses.
3.14.7 Consider the potential redesignation of non-industrial properties located adjacent to lands designated and developed with industrial uses for industrial purposes by amending the community plans or by conditional use permits based on the following criteria: a. The redesignation is required to accommodate the expansion of existing industrial uses to facilitate their retention in areas in which they are located; b. There is substantial support of the property owners of the parcels to be redesignated; c. There is no significant disruption or intrusion into existing residential neighborhoods, commercial districts, or other land uses; d. There are no adverse environmental impacts (traffic, noise, lighting, air pollution, other) on	**Not Applicable.** The Project does not propose to re-designate a property for expanded industrial use.

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
adjacent land uses due to the industrial uses; and e. There is adequate infrastructure to support the expanded industrial use(s).	
3.14.8 Encourage the development in areas designated as "Industrial-Heavy" of critical public facilities that are necessary to support the needs of residents and businesses but normally are incompatible with residential neighborhoods and commercial districts, such as corporate yards.	**Inconsistent.** The Project does not include critical public facilities. However, the Project is consistent with Policy 3.14.6, which considers the potential re-designation of marginal industrial lands for alternative uses by amending community plans.
3.14.9 Initiate programs for lot consolidation and implement improvements to assist in the retention/expansion of existing and attraction of new industrial uses, where feasible.	**Not Applicable.** This Policy is a City-wide policy for the City to initiate programs and implement improvements to encourage industrial uses City-wide and is therefore not applicable on a project-by-project basis.
Framework Element: Economic Development Chapter	
7.B A City with land appropriately and sufficiently designated to sustain a robust commercial and industrial base.	**Consistent.** The Project will help sustain a robust commercial base in the City. The Project would create new Live/Work, commercial, retail, and office uses that would contribute to the economy by creating new businesses, jobs, and sales tax revenue.
7.2.8 Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.	**Inconsistent.** Although the Project would not retain the existing industrial land use designation, the Project would meet the needs of the City by providing adequate commercial area for new jobs, businesses and economic activity. Based on the changing demographics of the immediate area, the site is not suited to a large-scale industrial operation. Please see Framework Policy 3.1.1 and 3.14.1, above, for a thorough discussion of applicable policies that furthers the Project's consistency with the City's Framework Element.
7.2.9 Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: *Land Use*.	**Inconsistent.** Although the Project is inconsistent with this policy that limits the redesignation of existing industrial land, the proposed Project Site meets the criteria for amendment discussed in Policy 3.14.6 as it is located in an area characterized by smaller parcels and substandard streets, restricting the potential for site expansion required by newer industries.

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
7.2.10 Ensure that the City's industrial sites are regionally competitive to maintain and enhance a core manufacturing base.	**Inconsistent.** The Project Site is not suited to industrial or manufacturing uses due to surrounding uses and insufficient infrastructure including street widths. However, the Project will enhance the area with a new ground up mixed-use project that respects the industrial character of the area by constructing a building with design features that complement other industrial buildings and the character of the area.
7.2.11 Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.	**Consistent.** Per the Central City North Community Plan, existing planned industrial land use is 914 acres within the Community Plan. The Project Site is 1.42 acres, which comprises approximately 0.0015 percent of the total planned industrial land use within the Community Plan area. The requested discretionary actions are site-specific and would not amend or change the land use designation or zones of any of the other industrial properties in the vicinity. After Project implementation, there would still exist many sites for potential industrial related projects whose operation would fit in the area. Therefore, the Project is substantially consistent with Policy 7.2.11.
7.2.12 Establish, as shown in Figure 7-1, the area adjacent to the Port of Los Angeles, the rail corridor bisecting the San Fernando Valley, and the South Central/Southeast industrial area as market-linked targeted industrial areas (market-linked areas are described on page 7-4).	**Not Applicable.** The Project Site is not near the Port of Los Angeles or the other designated areas. This Policy is not applicable.
7.3.5 Improve the movement of goods and workers to industrial areas.	**Not Applicable.** The Project does not involve improvements that impact the movement of good and workers.
7.3.7 Prioritize the retention and renewal of existing industrial businesses.	**Inconsistent.** The Project Site is not suited to industrial or manufacturing uses due to surrounding uses and insufficient infrastructure including street widths. However, the Project will enhance the area with a new ground up mixed-use project that respects the industrial character of the area by constructing a building with design features that complement other industrial buildings and the character of the area
7.3.8 Assist existing industries located in Los Angeles with their expansion plans and/or relocation efforts to find suitable industrial sites in the City.	**Not Applicable.** This policy is not applicable to the Project because it is a Citywide policy not project-specific.
7.5.3 Strive to provide an industrial business climate that meets the needs of the targeted industries.	**Inconsistent.** This is a City-wide goal that is not project-specific. The Project does not

Table 6.XI-1
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
	propose/provide an industrial business that meets the needs of the targeted industries.
Source: City of Los Angeles General Plan.	

Project Consistency Discussion

DTLA 2040

The City is currently undertaking DTLA 2040, which involves an update of the Central City and Central City North Community Plans and would modify the land use designations and zoning for Downtown Los Angeles. DTLA 2040 began in 2014 and is currently in the environmental review process. With this, the City was the recipient of funding from Metro’s Transit Oriented Development (TOD) Planning Grant Program, which encourages cities to create land use regulations that support transit ridership and neighborhood around existing and future transit stations. In general, as part of the Community Plan Update process and DTLA 2040, the City is evaluating the re-designation of land that is currently designated for manufacturing and heavy industrial uses to different designations that could accommodate housing, general commercial uses, and other new industries.

The Project Site is proposed to be designated “Hybrid Industrial (HI)” under the Downtown Community Plan. At this time, the Downtown Community Plan is in draft form and is not a formal document and cannot be used to illustrate compliance with City goals and objectives. Nonetheless, according to the City, the purpose of this zone is to preserve land for jobs and to foster job creation in areas previously designated for industrial use. General uses permitted in the HI designation are mixed-use, creative office, live/work and production uses.

Central City North (CCN) Community Plan

The CCN Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. By serving to guide development, the CCN encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. The current land use designation for the Project Site in the Community Plan is Heavy Manufacturing; however, the Project proposes a plan amendment to Commercial Manufacturing to allow residential uses.

As discussed on **Table 6.XI-2** and below, the Project would be substantially consistent with a majority of the applicable objectives and, therefore, no significant impacts regarding consistency with this plan would occur.

Table 6.XI-2
Project Consistency with the Community Plan

Guideline	Consistency Discussion
Residential	
1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of th e Central City North Plan area to the year 2010.	**Consistent.** The Project Site is located in a highly urbanized area in the City. The Project would develop 106 residential live/work dwelling units, approximately 13,979 square feet of commercial land uses, and 92,740 square feet of office uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB. With this, the Project would create new commercial, retail, and office uses that would contribute to the economy by creating new businesses, jobs, and sales tax revenue. More importantly, the Project would provide housing to meet the diverse economic and physical needs of the City.
1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.	**Consistent.** The Project Site is located in a highly urbanized area in the City. The Project would develop 106 residential live/work dwelling units, approximately 13,979 square feet of commercial land uses, and 92,740 square feet of office uses within an HQTA, as defined by SCAG, and a transit priority area as defined by SB 743. The Project Site is in proximity to existing bus lines. Additionally, the Project includes 110 secure bicycle parking spaces.
1-3: To preserve and enhance the varied and distinct residential character and integrity of existing residential neighborhoods.	**Consistent.** The Project will not impact an existing residential neighborhood but will provide a new residential community in a live/work, mixed use environment. The Project includes infill development of new live/work residential and commercial land uses that are needed in the area of the Project Site. The Project would set aside 11% of the proposed units for Very Low Income households, thereby, ensuring a varied and distinct residential character.
1-4: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.	**Consistent.** The Project includes infill development of new live/work residential and commercial land uses that are needed in the area of the Project Site. The Project would set aside 11% of the proposed units for Very Low Income households, thereby, being consistent with this objective to provide housing for all incomes.

Table 6.XI-2
Project Consistency with the Community Plan

Guideline	Consistency Discussion
Commercial	
2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.	**Consistent.** The Project includes infill development of new live/work residential and commercial and office land uses that are needed in the area of the Project Site.
2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.	**Consistent.** The Project includes infill development of new live/work residential and commercial and office land uses that are needed in the area of the Project Site.
2-3:To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.	**Consistent.** The Project would enhance the commercial area by adding a distinctive mixed use project. The Project would remove existing concrete space near the abandoned building and construct housing and office uses near jobs and transit. Additionally, the Project would enhance the pedestrian nature of the area by incorporating outdoor open space, pedestrian connections and amenities, and plant 41 trees on-site in an area that is currently lacking green space and trees. The Project would be designed to encourage pedestrian activity and walking as a transportation mode. The Project would be designed to provide connections to the adjacent public sidewalks and would include site enhancements to promote walkability.
Industrial	
3 Sufficient land for a variety of industrial uses with maximum employment opportunities which are safe for the environment and the work force and which have minimal adverse impact on adjacent uses.	**Inconsistent**. The Project does not retain, maintain, or introduce industrial uses on the Project Site. However, the Project does promote City goals of maximizing employment opportunities by providing commercial and office uses intended to serve existing and future technology uses in the area.
H3-1.1 Designate lands for the continuation of existing industry and development of new industrial parks, research and development uses, light manufacturing, and similar uses which provide employment opportunities.	**Consistent.** The Project would provide new employment opportunities in the area by providing Live/Work units and adequate commercial area for new jobs, businesses and economic activity, which can be accommodated in the proposed CM zone.
3-1.2 Adequate compatibility should be achieved through design treatments, compliance with environmental protection standards and health and	**Not Applicable.** The Project is not proposing any industrial uses that need to address compatibility

Table 6.XI-2
Project Consistency with the Community Plan

Guideline	Consistency Discussion
safety requirements for industrial uses where they adjoin residential neighborhoods and commercial uses.	with adjoining residential neighborhood and commercial uses.
3-1.3 Require that any proposed development be designed to enhance and be compatible with adjacent development.	**Consistent.** The Project is designed to enhance and be compatible with adjacent development that fits the fabric of the area and surrounding community. The Project's residential units and neighborhood commercial and creative office use are compatible with adjoining uses and with the changing character of the Arts District area. Specifically, as noted in Figure 2-2 in Section 2, of this SCEA, there are several newly proposed projects in and around the Project Site that include a wide variety of uses other than industrial related land uses. With these projects, the Project will enhance the area with a new ground up mixed-use project that respects the industrial character of the area by constructing a building with design features that complement other industrial buildings, including the industrial building immediately adjacent to the east. The Project's new commercial space will be job creating and the ground floor uses will be neighborhood serving and beneficial not only to the Project residents but also to residents of other mixed-use developments located in the surrounding neighborhood. To activate the street frontage, the ground floor commercial space will front on all three streets. The ongoing development of mixed-use projects in the area surrounding the Project Site would provide further compatibility of the Proposed Project with its adjacent parcels.
3-2.1 Support the existing artists-in-residence in Central City North as a cultural resource for the community.	**Consistent.** The Project would support the existing designated Artists-In-Residence area of the Community Plan and spur additional growth of this resource. As stated earlier, the Project will contribute to the City's fiscal and economic viability, while revitalizing an area that has lacked new investment, by introducing commercial uses that will be beneficial to local residents and employees. The Project is consistent with the recent growth of the Arts District area with new developments and conversions of aging industrial buildings to mixed-use projects containing Live/Work. The development of more Live/Work residential units helps to achieve the City's vision of a more livable city. Additionally, the Project would provide 11 Very Low-income

Table 6.XI-2
Project Consistency with the Community Plan

Guideline	Consistency Discussion
	Units that helps to achieve a more livable city by providing affordable housing units.
3-3.1 The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.	**Inconsistent** Although the Project does not directly protect industrial development, the Project's new live/work and commercial space will serve the goal of generating new housing, jobs and economic activity in the area, and thus the Project is a development which supports the industrial base of the City and the community. The Project Site is in an area in transition in the Downtown Los Angeles area, and the site Is not suited to large-scale industrial development due to the lack of infrastructure and street widths in the area.
Source: City Central North Community Plan.	

The Project would help to foster the development of a transitional neighborhood demolishing aging automobile service buildings and surface parking lot to construct a mixed-use development that would contribute to the revitalization of an underutilized area of Downtown Los Angeles. The Project would increase the housing unit count in the area by 106 residential units, including 11 units for Very Low Income Households. Although the Project is not wholly consistent with all policies listed above related to industrial land uses, a project does not need to be in perfect conformity with each and every policy or objective of a General Plan a project does not need to be in perfect conformity with each and every policy according to the ruling in *Sequoyah Hills Homeowners Association v. City of Oakland*. Rather, to be "consistent," the project must be "compatible with the objectives, policies, general land uses, and programs specified in the applicable plan," meaning that a project must be in "agreement or harmony" with the applicable land use plan to be consistent with that plan.

The Project is consistent with the majority of applicable policies and objectives promoting employment, economic vitality and the provision of a variety of housing types and styles. The Project will bring live/work and commercial development to a transitional area of downtown which is not currently thriving and is not well-suited to future heavy industrial development. The Project Site is also well-served by transit and ideal for a more active, pedestrian oriented mixed use development. Additionally, the Project would meet or exceed several other relevant policies related to residential uses, mass transit, job-oriented developments, and employment opportunities. The Project would also not conflict with any applicable land use plan, policy or regulation that was adopted for the purpose of avoiding or mitigating an environmental effect.

Overall, the Project would have a less than significant impact. With the approval of the requested entitlements, the Project would conform to the new General Plan and Zoning designations, and no mitigation measures are needed to obtain a variance for a General Plan Amendment or Zone Change.

Cumulative Impacts

With approval of the General Plan Amendment and other entitlements requested for the Project, the Project will be consistent with the General Plan and all existing regulations associated with development of the Project Site. For the related projects, the City would assess whether a General Plan Amendment is necessary and would ensure the consistency of those projects with all applicable plans, policies, and regulations, individually. Each of the related projects needing a General Plan amendment must comply with City Charter Section 555 and meet the requirement that the project or area has a significant social, economic, or physical identity. This focused review and compliance with the Charter would ensure that all related projects are consistent with the General Plan and would ensure that cumulative impacts are less than significant. Additionally, the Project's scope of work is limited to the subject site, and the requested discretionary actions are site-specific. The Project would not amend or change the land use designation or zones of any of the other properties in the vicinity which are designated and zoned for industrial uses. Analyzing potential impacts of displacing industrial land uses on other properties would be speculative and not reasonably foreseeable. **Thus**, **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.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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. 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 area of the City. There are no known mineral resources on the Project Site or in the vicinity.[1] The Project Site is currently zoned M3-1 and the applicant has requested a zone change to CM-2. Thus, the Project Site would not be zoned for oil extraction and drilling, or mining of mineral resources, and there are no such sites at the Project Site. Further, the Project Site is not located in an identified Mineral Resource Zone in the City of Los Angeles General Plan Conservation Element.[2] 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. 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 area of the City. The Project Site is not located in an identified Mineral Resource Zone in the City of Los Angeles General Plan

1 *City of Los Angeles General Plan, Conservation Element, Exhibit A.*

2 *City of Los Angeles, Conservation Element Exhibit A Mineral Resources Map, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf*

Conservation Element or any other applicable land use plan.[3] 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.

3 *Ibid.*

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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?	☐	☐	☐	☒

This section evaluates noise impacts that would be generated by construction and operation of the Project. The analysis compares these impacts to applicable regulations and thresholds of significance. Noise measurement technical reports, calculation worksheets, and a map of noise receptors and measurement locations are included in Appendix F.

F *<u>Noise Appendix</u>, DKA Planning, March 2019.*

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?

Less Than Significant Impact.

Regulatory Compliance Measures

The Project will comply with the following regulatory compliance measures to help further reduce potential impacts:

NOISE-RCM-1: All diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA.

NOISE-RCM-2: Temporary sound barriers capable of achieving a sound attenuation of at least 10 dBA shall be erected along the Project's boundaries.

Analysis of Project Impacts

<u>On-Site Construction Activities</u>

Proposed construction would generate noise during the 24 months of demolition, grading, building construction, and application of architectural coatings. During all construction phases, noise-generating activities could occur at the Project Site between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M. Construction activities would not occur on national holidays. The Project would require heavy equipment such as excavators, loaders, and other earthmoving vehicles. Smaller equipment such as forklifts, generators, and various powered hand tools would also be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks.

As shown in **Table 6.XIII-1**, regulatory compliance with LAMC Section 112.05 would ultimately limit any noise levels from powered construction equipment to 75 dBA or below at 50 feet, even though the Project Site is not located within 500 feet of residential land uses. As reflected in Regulatory Compliance Measures NOISE-RCM-1 and NOISE-RCM-2, standard, industry-wide "best practices" for construction in urban or otherwise noise-sensitive areas would ensure that the Project's construction noise does not exceed this noise limit. "Best practices" utilized by the Project would include erecting temporary noise barriers around the Project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. As discussed earlier, the Department of City Planning recommends that LAMC Section 112.05 be used as a threshold of significance for construction noise. Therefore, the Project's construction-related noise impacts would be less than significant.

Therefore, because the Project would comply fully with LAMC Section 112.05, 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 would not occur, and potential impacts would be less than significant.

Table 6.XIII-1
Maximum Construction Noise Levels
With Implementation of Best Practices

Noise Source	Noise Level (dBA, L_{max})[1]		Significant?
	Reference	With Best Practices	
Backhoe	77.6	67.6	No
Dozer	81.7	71.7	No
Excavator	80.7	70.7	No
Front End Loader	79.1	69.1	No
Gradall	83.4	73.4	No
Grader	85.0	75.0	No

[1] *Noise levels derived from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).*

Estimated Project construction noise levels were modeled using the noise reference levels of both an excavator and loader working in tandem to represent a conservative-scenario noise source during the construction phase. As shown on **Table 6.XIII-2**, this equipment used in tandem can produce average weighted peak noise levels of 48.3 dBA at a reference distance of 50 feet. The noise levels of other construction equipment and vehicles would not be as loud or as extensive over the duration of the Project's construction phase. Thus, noise levels of all other construction equipment and phases would not exceed the impacts analyzed here. As shown on **Table 6.XIII-2**, ambient noise levels during Project construction would increase up to 0.2 dBA L_{eq} at nearby sensitive receptors. These increases would not exceed the City's 5 dBA threshold in its L.A. CEQA Thresholds Guide. **Therefore, no significant Project impacts related to on-site construction noise would occur and impacts would be less than significant.**

Table 6.XIII-2
Estimated Construction Noise Levels

Receptor Location	Maximum Construction Noise (dBA at 50 feet)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})	Increase
1. Metropolitan High School	43.8	57.9	58.	0.2
2. 726 Santa Fe Avenue residences	45.8	61.5	61.6	0.1
3. Art House live/work residences	48.3	66.4	66.5	0.1

Source: DKA Planning, 2019.

Off-Site Construction Activities – Haul Trucks

With regard to off-site construction-related noise impacts, peak noise sources would result from haul truck activity during demolition and grading activities, which would require up to approximately 17 haul trips per workday to export excavated soils and demolished materials from the Project Sites to a regional landfill. Such activity can increase ambient noise levels at roadside sensitive receptors along the designated haul route. A 3 dBA increase in traffic-related noise levels is associated with a doubling of traffic, assuming that travel speeds and fleet mix remain constant. A 5 dBA increase in noise levels would require an approximate tripling of traffic. Though the addition of haul trucks would alter the fleet mix of haul route roadways, this effect can be accounted for by the concept of equivalent vehicles, which equates the noise levels from heavy trucks to an acoustically equivalent number of automobiles. According to Federal Highway Administration (FHWA) Reference Energy Mean Emission Levels (REMELs) for its TNM noise prediction software, one heavy truck traveling at 35 mph produces as much noise as approximately 19 automobiles traveling at the same speed. This relationship can be used to determine whether the addition of Project haul trucks would result in an equivalent doubling or tripling of traffic volumes along nearby roadways, and thus whether or not they would be capable of producing a significant impact at any roadside sensitive receptors.

Considering that the Project would generate up to approximately 17 haul trips per workday, and that the noise impact of these haul trips would be acoustically equivalent to 323 automobile trips per work day, the Project would not cause an equivalent doubling or tripling of traffic levels that would be associated with either a 3 dBA or 5 dBA noise increase, respectively. The Project is located in a dense urban environment with high traffic levels. Roadways in the vicinity of the Project experience hundreds of automobile trips per hour, even during off-peak hours of travel. On average, Project haul trucks would not contribute more than 50 equivalent automobile trips per work hour on nearby roadways. As a result, the Project's hauling activities would not substantially increase ambient noise levels at sensitive receptors located along haul route roadways. The Project's off-site construction-related noise impact associated with haul trips would be less than significant.

On-Site Operational Noise Sources

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 would also not increase surrounding noise levels by more than 3 dBA CNEL, the minimum threshold of significance adopted by this analysis. **Therefore, the Project's operational on-site noise impacts would be less than significant.**

Mechanical Equipment. Regulatory compliance with LAMC Section 112.02 would ensure that noises from sources such as heating, air conditioning, and ventilation systems not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation, the elevated ambient noise levels along Santa Fe Avenue, the relatively quiet operation of modern rooftop-mounted HVAC systems, and distances to receptors, it is unlikely that noise from the Project's HVAC systems would be audible at off-site locations. Nearly all of the Project's surrounding commercial and industrial uses contain similar rooftop-mounted HVAC units. The Project's HVAC systems would be consistent with its surroundings and would not alter the environmental profile of the neighborhood by any substantial degree.

Auto-Related Activities. The Project would include 402 parking spaces in one subterranean and two above-ground levels of garage space. To be discussed in greater detail below, the Project is forecast to generate a maximum of 166 A.M. and 174 P.M. net peak-hour vehicle trips that would access the parking garage from Bay Street through a vehicular ramp down to a subterranean level. Parking for commercial uses would be at-grade and on the second floor, accessed via Sacramento Street. Service trucks and loading activities would also access the property through a rear driveway off Sacramento Street. Garage-related traffic would have no impact on nearby sensitive receptors, as the closest receptor are live/work units located 690 feet southeast of the Project Site, with several blocks of intervening buildings and structures that would result in no change in ambient noise levels at that receptor. As such, noise levels associated with the Project's parking garage would have a negligible effect on the surrounding noise environment.

Residential, Retail, and Commercial Uses. Noise associated with residential, retail and other commercial uses would be contained internally within the Project. Normal and reasonable use of the Project's open space areas would not be expected to generate a substantial amount of noise. Noise from speech and conversation generally does not exceed approximately 65 dBA at a reference distance of one meter. These noise levels attenuate rapidly and would not be capable of elevating surrounding ambient noise levels by more than a nominal degree.

Off-Site Operational Noise Sources

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 is forecast to generate an estimated 1,862 net new daily trips, including 166 net new A.M. peak-hour trips and 174 net new P.M. peak-hour trips.[1]

As shown on **Tables 6.XIII-3** and **6.XIII-4**, Project-related traffic would generate no more than a 9.8 percent increase in traffic on key roadway segments near the Project Site, with the greatest

[1] *Linscott Law & Greenspan, Traffic Impact Analysis For a 1024 Mateo Street Mixed-Use Project, March 2019.*

impacts along Mateo Street around 7th Street. The City's L.A. CEQA Guidelines finds that a doubling of traffic volumes (i.e., 100 percent increase) is needed to increase ambient noise levels near roadways by 3 dBA or more. As a result, Project-related traffic would have no impact on roadside ambient noise levels in the Project Site vicinity. Twenty-four-hour CNEL impacts would similarly be negligible, well below the minimum 3 dBA noise increase threshold. **Therefore, the Project's operational off-site noise impacts would be less than significant.**

Table 6.XIII-3
Existing + Project AM Peak-Hour Traffic Volumes

Roadway Segment		Traffic Volumes			
		No Project (2019)	Project Impact (2019)	Percent Increase	Significant Impact?
Mateo Street south of 7th Street	N	235	17	7.2%	No
	S	354	32	9.0%	No
Mateo Street south of 7th Street	N	524	14	2.7%	No
	S	204	17	8.3%	No
7th Street west of Santa Fe Avenue	E	450	3	0.7%	No
	W	849	5	0.6%	No
8th Street west of Santa Fe Avenue	E	361	361	0.0%	No
	W	459	459	0.0%	No
Source: DKA Planning, 2019. An increase of over 100.00 percent is needed to increase ambient noise levels by 3 dBA.					

Table 6.XIII-4
Existing + Project PM Peak-Hour Traffic Volumes

Roadway Segment		Traffic Volumes			
		No Project (2019)	Project Impact (2019)	Percent Increase	Significant Impact?
Mateo Street south of 7th Street	N	334	27	8.1%	No
	S	235	23	9.8%	No
Mateo Street south of 7th Street	N	189	16	8.5%	No
	S	477	21	4.4%	No
7th Street west of Santa Fe Avenue	E	909	5	0.6%	No
	W	446	11	2.5%	No
8th Street west of Santa Fe Avenue	E	416	0	0.0%	No
	W	452	0	0.0%	No
Source: DKA Planning, 2019. An increase of over 100.00 percent is needed to increase ambient noise levels by 3 dBA.					

Similarly, and as listed in Appendix F to this SCEA, the Project's contribution to permanent cumulative off-site ambient noise level increases would also be negligible, as traffic volumes in 2022 and beyond without the Project would be even larger. As a result, the Project's contribution toward cumulative traffic volumes would be even smaller than without the addition of related projects. As a result, the Project's cumulative operational noise impact would be considered **less than significant.**

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Project Impacts

Construction Vibration

As discussed earlier, construction of the Project would require heavy-duty earthmoving vehicles such as excavators and front-end loaders. These types of vehicles can produce peak vibration velocities of up to 0.089 inches per second PPV at a distance of 25 feet.[2] Auger drilling rigs for shoring activities can produce similar vibration levels. Solid concrete single-story buildings are situated near the Project Site, with none including residential or noise sensitive uses. Thus, no building would experience potentially damaging levels of groundborne vibration from the Project's construction activities. Other buildings are located at greater distances from the Project and would experience reduced vibrations. **Therefore, the Project's construction-related vibration impacts would be less than significant.**

Operational Vibration

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 Site's vicinity would be generated by its related vehicle travel on local roadways. However as previously discussed, road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. **As a result, the Project's long-term vibration impacts would be less than significant.**

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?

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 to the Project Site is the Hollywood Burbank Airport located approximately 16 miles northwest of the Site. Based on the above the Project would not exacerbate the existing airport noise conditions so as to expose people residing or working in the Project area to excessive noise levels. **Therefore, the Project would not**

2 *Ibid.*

expose people residing or working in the Project area to excessive noise levels, and no impact would occur.

Cumulative Impacts

Construction Noise

As discussed previously, construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. Assuming that the related projects incorporate a similar set of project design features and/or mitigation measures that represent industry “best practices” for controlling the construction noise of urban infill projects in compliance with the City’s noise regulations, potential impacts would be less than significant. Combined, simultaneous construction noises from these projects (and their respective distance from one another) is not expected to increase ambient noise greater than 5 dBA, if constructed concurrently. **With industry standard best practices and the identified mitigation, the Project would have a minimal and less than significant impact at the above identified sensitive receptors, and their potential to contribute to cumulative construction noise levels at these receptors would be less than significant.**

Operational Noise

The majority of the Project’s long-term noise would come from traffic traveling to and from the Project Site. This addition of future traffic from any new developments in the vicinity of the Project Site and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project’s individual contribution to permanent off-site ambient noise level increases would be minimal. As shown above on **Tables 6.XIII-3 and 6.XIII-4**, with or without the addition of Project traffic, future roadside ambient noise levels would not increase by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. **Therefore, the Project’s cumulative operational noise impact would be less than significant.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. 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. A significant impact could occur if the Project would locate new development such as homes, businesses, and/or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the L.A. CEQA Thresholds Guide the determination of whether a project results in a significant impact on population and housing growth considers (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy, and would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the Project.

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 indirect population growth impacts related to construction activities would be less than significant.

Operation

The Project includes the development of up to 106 new residential dwelling units, approximately 13,978 square feet of retail,13,126 square feet of restaurant uses, and 92,740 square feet of office space. As identified in Appendix A to this SCEA, the Air Quality and GHG model runs used CalEEMod project characteristics for the Project Site as 303 persons for the estimated population after implementation of the Project.

As discussed above and as shown in **Table 6.XIV-1**, the Project would generate approximately 266 net new employees, taking into account the existing use by month-to-month tenants at the Project Site.

Table 6.XIV-1
Project Estimated Employee Generation

Land Use	Size	Employee Rate	Number of Employees
Existing Uses			
General Office	18,000	2.6 employees / 1,000 sf	47
Proposed Uses			
Retail	13,978 sf	1 employee / 369 sf	38
Restaurant	13,126 sf	1 employee / 388 sf	34
Office	92,740 sf	2.6 employees / 1,000 sf	241
		Total	***313***
		Net New	***266***
sf = square feet *The employee generation factor is from the Los Angeles Unified School District, 2018 Developer Fee Justification Study and independent third party research.*			

Population: As shown on **Table 6.XIV-2**, below, compared to the anticipated population growth in the City between the 2019 baseline year and the Project's anticipated buildout year of 2023, the Project's residential population would represent 0.13 percent of the total forecasted City population growth during that period. The Project's residential population would represent 0.08 percent of the forecasted growth between 2020 and 2035 in the City and 0.04 percent of the forecasted population growth between 2020 and 2040.

Table 6.XIV-2
Project Growth Comparison to Growth Forecasts

Net Project Population, Housing, and Employment Growth	Forecast Citywide Growth[1]	Project % of Forecast Citywide Growth
As compared to SCAG Growth Forecast from 2019 to 2023 (Interpolated)		
290 residents	+218,256	0.13
106 units	+104,232	0.10
employees	+135,056	0.19
As compared to SCAG Growth Forecast from 2020 to 2035[1]		
290 residents	+328,900	0.08
106 units	+170,900	0.06
266 employees	+89,100	0.29
As compared to SCAG Growth Forecast from 2020 to 2040		
290 residents	+617,700	0.04
106 units	+234,900	0.04
266 employees	+351,400	0.07

[1] *Refer to Table 6.IV-1.*

Housing: As shown on **Table 6.XIV-2**, compared to the anticipated housing growth in the City between the 2019 baseline year and the Project's anticipated buildout year, the Project's residential housing would represent 0.10 percent of the forecasted City housing growth. The Project's housing units would represent approximately 0.06 percent of forecasted growth between 2020 and 2035 in the City and 0.04 percent between 2020 and 2040.

Employment: As shown on **Table 6.XIV-2,** compared to the anticipated employment growth in the City between the 2019 baseline year and the Project's anticipated buildout year, the Project's employment would represent 0.19 percent of the forecasted City employment growth. The Project's employment would represent approximately 0.29 percent of forecasted growth between 2020 and 2035 in the City and 0.07 percent between 2020 and 2040.

The Project Site is already served by an existing roadway network and utility and public services infrastructure. The Project does not include the development of any new or extended roadways or other infrastructure that would be growth-inducing. For the reasons discussed above, the Project would not indirectly or directly induce substantial population growth. **Therefore, Project impacts related to population growth would be less than significant.**

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. No housing currently exists on the Project Site, and no people live on the Project Site. Thus, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **Therefore, no impacts related to this would occur.**

Cumulative Impacts

The related projects listed in **Section 2 (Project Description)** include development of approximately 13,267 dwelling units. It is possible that some of the sites of these related projects already include residential land uses that would be removed with implementation of the related projects and as such, the total net number of dwelling units that would be created would be fewer than what has been estimated, and it is likely, as a result of natural growth, that many of the units will be occupied by people already residing in the City. Much of the growth in the City is targeted in transit-rich areas such as Downtown Los Angeles. The related project list includes applications and plans under consideration and some or all may not be constructed or may be constructed at lower unit counts than shown. In addition, the City is currently experiencing a strong market environment, and it is anticipated that growth will even out over time. Thus, cumulative growth is assessed over the 2020-2040 year time frame established in the SCAG housing growth forecast. However, for a conservative analysis, it is assumed that all estimated dwelling units would be net new units and all residents would be net new residents. The housing units associated with the related project would generate approximately 36,351 cumulative residents.[1]

As shown on **Table 6.XIV-3**, cumulative residential population would represent approximately 22.07 percent of the population growth forecast between 2020 and 2040 for the City, and cumulative housing units would represent approximately 5.6 of the housing growth forecasts between 2020 and 2040 for the City. For a conservative analysis, the comparison of the Project's potential growth as compared to growth forecasts for the City presented above assumes that all of the Project's residents would relocate to the City. As shown on the table, the Project's population, housing, and employment growth falls within SCAG's growth projections for the City. Thus, the Project would not directly contribute to cumulative population growth. **Therefore, the Project's contribution to cumulative population growth in the City would not be considerable.**

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1 *Based on a 2.74 persons per household rate as identified above in Table 6.XIV-2.*

Table 6.XIV-3
Cumulative Comparison to Growth Forecasts (2020-2040)

Cumulative Population and Housing Growth	Forecast Citywide Growth[1]	Cumulative % of Forecast Citywide Growth
136,351 residents	+617,700	22.07
13,267 units	+234,900	5.6

1 Refer to Table 6.XIV-1.
2 This conservatively assumes that all of the cumulative projects would have the same buildout year as the Project.

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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 Los Angeles Fire Department (LAFD) provides fire and emergency medical protection services to the Project Site. The Project Site is located in an urbanized area of the City that is currently served by existing LAFD services. Fire stations that would serve the Project Site are shown on **Table 6.XV-1,** below.

Table 6.XV-1
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site (miles)
17	1601 South Santa Fe	0.5
9	430 7th Street	1.5

Table 6.XV-1
Fire Stations Serving the Project Site

No.	Address	Distance from Project Site (miles)
4	450 East Temple Street	1.8
Source: LAFD, https://www.lafd.org/fire-stations/station-results, accessed April 2019.		

Construction

Construction activities associated with the Project may temporarily increase demand for fire protection and emergency medical services. Construction activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings.

To comply with California Department of Industrial Relations (Cal-OSHA) and state and City Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.[1] Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Thus, in light of City and state regulations and code requirements that would, in part, require personnel to be trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials, construction impacts on fire protection and emergency medical services would be less than significant.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant if construction activities are temporary in nature and do not create continuing risks.

There are a number of factors that influence emergency response, including alarm transfer time, alarm answering and processing time, mobilization time, risk appraisal, geography, distance, traffic signals, and roadway characteristics. Nevertheless, it is acknowledged that the Project would incrementally increase traffic (as discussed in Section XVII., Transportation/Traffic), which could potentially delay emergency response times, the Project's potential impacts are minimal given these other factors.

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1 https://www.dir.ca.gov/title8/1920.html

Overall, construction is not considered to be a high-risk activity, and the LAFD is equipped and prepared to deal with construction-related traffic and fires should they occur. Due to the limited duration of construction activities and compliance with applicable codes, Project construction would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. **Therefore, impacts associated with construction of the Project would be less than significant.**

Operation

As stated previously, the Project would increase the amount of developed square footage on the Project Site, which in turn, would generate new residents, visitors, and employees at the Project Site, and could increase the need for fire protection services at the sites.

Fire Flow

Prior to construction of the Project, the Water Operations Division of LADWP would perform a detailed fire-flow study at the time of permit review (plan check) in order to ascertain whether further water system or site-specific improvements would be necessary. In addition, the LAFD would review the plans for compliance with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Project would not create any undue fire hazard. **Thus, fire flow to the Project Site would be adequate, and the associated impact would be less than significant.**

Response Distance

The nearest fire station with an engine and truck company is Station No. 17, approximately 0.5 miles from the Project Site. Additional fire stations within 2.0 miles include Station Nos. 9 and 4. LAFD's ability to provide adequate fire protection and emergency response services to a site is determined by the response distance and the degree to which emergency response vehicles can successfully navigate the given access ways and adjunct circulation system, which is largely dependent on roadway congestion and intersection level of service (LOS) along the response route., A fire sprinkler system would be included in the mixed-use buildings for all proposed land uses as part of the Project. In addition, the Project would not have unmitigated significant traffic impacts that would add to response delays. Further, the Project would be required to comply with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, and would be required to include features such as an emergency and standby power system, a fire command center, established emergency procedures, emergency stairways, appropriately-sized exterior graphics, automatic fire-extinguishing system, automatic smoke detection system, emergency voice/alarm communication system, manual alarm fire boxes, etc. **Given the close proximity of the closest fire station with an engine and the fire protection systems that would be incorporated into the proposed building, Project impacts related to response distance and time would be less than significant.**

Emergency Access

The LAFD would review the Project plans for compliance with the Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the Project would not create any undue fire hazard. The Project would include an emergency response plan that would address the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and locations of nearest hospitals and fire departments. **Through compliance with applicable provisions of the Fire Code, Project impacts related to emergency access would be less than significant.**

Cumulative Impacts

Implementation of the related projects could result in a net increase in the number of residents and employees in the Project 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-rise 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 Project and related projects would contribute. **Therefore, cumulative impacts related to fire protection services would be less than significant.**

b. Police protection?

Less Than Significant Impact. The Los Angeles Police Department (LAPD) provides police protection services to the Project Site. As discussed above, the Project would increase the number of residents and employees at the Project Site. Implementation of the Project could result in an increase in calls for police protection.

A significant impact may occur if the LAPD could not adequately serve a project, necessitating a new or physically altered station. The determination of whether a project could result in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

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 includes 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 Project 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.

Construction activities also have the potential to affect police protection services, such as emergency vehicle response, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, are considered to be less than significant for the following reasons:

(1) Emergency access would be maintained to the Project Site 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 would be subject to City approval in accordance with applicable regulatory requirements and 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 Site, 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 and there would not be 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 would include project design features, namely security features within the parking facilities and exterior building areas such as appropriate lighting and gated access. The Project would include defensible spaces designed to reduce opportunity crimes and ensure safety and security. In addition, the lighting and landscaping design would ensure high visibility and the Project would provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services. The Project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting of entryways and public areas. The Project would feature the following:

- On-site security personnel;
- Security cameras;
- Perimeter lighting to supplement the street lighting and to provide increased visibility and security;
- Parking structure access control; and
- Residential units access control.

As detailed below, the Project would provide the LAPD with a diagram of each portion of the Project Site, showing Project access routes and additional access information as requested by the LAPD, to facilitate police response. Emergency access to the Project Site would be provided by the existing street system. The Project's direct minimal population increase and associated demand for police services, along with the provision of on-site security features, coordination with LAFD, and incorporation of crime prevention features, would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. **Therefore, with mitigation, Project impacts related to police protection services would be less than significant.**

Cumulative Impacts

Implementation of the related projects listed on **Table 2-2** in **Section 2 (Project Description)** could result in a net increase in the number of residents and employees in the area of the Project Site 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 site plan review and approval requirements, recommendations 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 Project and related projects would contribute. **Therefore, cumulative impacts related to police protection services would be less than significant.**

c. Schools?

Less Than Significant Impact. Los Angeles Unified School District (LAUSD) would provide school services for the Project Site. As shown on **Table 6.XV-2**, the Project would generate a total of approximately 44 students, including 24 elementary students, 6 middle school students, and 14 high school students. The elementary and middle schools and the Metropolitan High School serving the Project Site is currently operating over capacity, whereas the Jefferson High School Zone serving the Project Site is operating under capacity. Pursuant to the California Government Code Section 65995, the Project's required payment of the school fees established by 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. **Therefore, Project impacts to school services would be less than significant.**

Table 6.XV-2
Estimated Project Student Generation

Land Use	Size	School Type	Student Generation Rate[1]	Total Students Generated[2]
Residential	106 du	Elementary (K-6)	0.2269/du	24
		Middle (7-8)	0.0611/du	6
		High (9-12)	0.1296/du	14
			Total	**44**

du = dwelling unit
[1] Los Angeles Unified School District, Student Generation Rate Calculation, Table 3, March 2017.

Cumulative Impacts

The related projects listed in **Section 2 (Project Description)** could result in an increase in the number students in the Project area. However, similar to the applicant of the proposed Project, the applicants of all the related projects would be required to pay the applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. **Therefore, 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 area of the Project Site.

Per LAMC Section 12.21 F, the residential portions of the Project is required to provide common open space (both indoor and outdoor) and private open space. Specifically, 15,050 square feet of total open space is required for the type and number of residential units proposed. Of this total, a total of 5,300 square feet of open space is required in the form of private open space in total for the Proposed Project. In total, the Project is providing 22,482 square feet of common outdoor, private, and common indoor open space to satisfy these requirements. This is a surplus of 7,432 square feet of open space being provided beyond what is required per the LAMC. As shown in **Table 6.XV-3**, below, the Project proposes a third level common open space courtyard roughly 4,129 square feet in size, and 10,828 square feet of common open space on the roof-top of the building, which also includes 3,763 square feet of indoor open space designed as a roof amenity.

In addition, the open spaces would include exterior and interior areas, providing passive enjoyment as well as allowing for an extensive array for recreational and social services for each resident. A portion of the open space areas is exterior spaces covered by building structure or trellis/solar arrays. Technically, these areas would not count toward the Project's LAMC-required open space requirements, but they would be an important amenity to all residents.

Table 6.XV-3
Private/Common Open Space Components

Common Open Space Component	Size
Common Outdoor Open Space (Open to Sky)	
Level 03 Courtyard	4,129 sf
Level R09/CO7 Rooftop	10,828 sf
Subtotal	14,957 sf
Private Open Space (Balconies)	
Level L02 thru R08	5,300 sf[1]
Common Indoor Open Space	
Level R09/C07 Roof Amenities	3,763 sf
Total	**24,020 sf**

sf = square feet
[1] This includes all open space, not solely provided open space.

Section 12.33 of the LAMC requires applicants of new residential projects to pay applicable park fees based on the number of residential units to be developed. In accordance with Section 12.33 C.3 of the LAMC, qualified affordable housing units are exempt from the park fees payment requirements. Therefore, the Project would pay applicable park fees on all market-rate residential uses.

As discussed, the Project would exceed LAMC open space requirements, which are consistent with the Greater Downtown Housing Incentives, would provide additional exterior covered open space, and would be required to pay applicable park fees. **Through compliance with the LAMC, Project impacts related to parks and recreational facilities would be less than significant.**

Cumulative Impacts

The related projects listed in **Section 2 (Project Description)** could result in an increase demand for parks and recreational services. The extent to which the related residential projects include parks/recreational amenities is unknown. However, the applicants of these projects would be required to meet LAMC open space requirements and would be subject to the park fees pursuant to LAMC Section 12.33, ensuring that any potential impacts to parks and recreational facilities would be less than significant. As stated previously, the Project would not result in any significant impacts related to parks and recreational facilities. **Therefore, cumulative impacts to park and recreational facilities would be less than significant.**

e. Other public facilities?

Less Than Significant Impact. The libraries that serve the Project area include those shown on **Table 6.XV-4**. On February 8, 2007, the Board of the Library Commissioners approved a new Branch Facilities Plan, which includes criteria for developing new libraries and recommends new size standards for the provision of Los Angeles Public Library (LAPL) facilities, including the following:[2]

- A 12,500 square foot facility for a community with less than 45,000 population.
- A 14,500 square foot facility for a community with more than 45,000 population and up to a 20,000 square foot for a Regional Branch.
- An additional Branch Library should be developed for a population equal to or in excess of 90,000 persons.

Table 6.XV-4
Libraries Serving the Project Area

Library	Size (sf)	Collection Size/ Circulation
Richard J. Riordan Central Library 630 5th Street	538,000	Volumes - 2.6 million Circulation – 1.2 million
Chinatown Branch Library 639 N. Hill Street	14,500	Volumes - 74,709 Circulation – 193,627
Echo Park Branch Library 1410 W. Temple Street	17,543	Volumes – 43,689 Circulation – 93,418
Little Tokyo Branch Library 203 S. Los Angeles St.	12,500	Volumes – 66,634 Circulation – 142,247
Benjamin Franklin Branch Library 2200 E. 1st Street	9,656	Volumes – 35,545 Circulation – 98,218
sf = square feet *Source: Los Angeles Public Library*		

The Project's population increase would be 303 people and would not individually trigger any need for new services pursuant to the Branch Facilities Plan. As such, the Project would not conflict with or impede implementation of the applicable policies and goals related to libraries in the Framework Element or the Community Plan. To the extent that Project residents would travel farther within the 2.0-mile libraries service area, library usage would be expected to be dispersed between the Central Library and the other five local branch libraries identified by the LAPL. Overall, the Project would not be anticipated to result in a substantial increase in demand for library services for which current demand exceeds the ability of the facility to adequately serve the population. Based on the above, and pursuant to the library sizing standards recommended in the LAPL Branch Facilities Plan, operation of the Project would not create any new exceedance of the capacity of local libraries to adequately serve the existing residential population based on target service populations or as defined by the LAPL, which would result in the need for new or

2 *Los Angeles Public Library*

altered facilities, or substantially increase the demand for library services for which current and future demand exceeds the ability of the facility to adequately serve the population. **Therefore, Project impacts on library services would be less than significant.**

Cumulative Impacts

Implementation of the related projects listed in **Section 2 (Project Description)** could increase the demand for library services in the Project area. The related residential projects would be subject to the standards to determine demand for library facilities used by the City and would likely be required to implement mitigation where applicable. In addition, the anticipated revenue to the General Fund generated by the related projects through business taxes and other revenue sources would help offset the increase in demand for library services and fund necessary library improvements. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. **As stated previously, the Project would not result in any significant impacts related to library services. Therefore, cumulative impacts to library services would be less than significant.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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 facilities would occur or be accelerated?

Less Than Significant Impact. Refer to the response to Checklist Question 14(a)(iv) (Public Services - Parks). A breakdown of common open space components for the Project Site is shown on **Table 6.XV-3**. All of the Project's proposed 106 dwelling units would entail a private balcony space consistent with the LAMC in addition to common outdoor and indoor open space. The Project would exceed LAMC requirements for open space with a surplus of 8,970 square feet of common open space amenities.

The Project's open spaces would include exterior and interior areas, providing passive enjoyment as well as allowing for an extensive array for recreational and social services for each resident. In addition to the open space meeting LAMC requirements, additional exterior open space areas are covered by building structure or trellis/solar arrays. Technically, these areas would not count toward the Project's LAMC-required open space requirements, but they would serve as an additional important amenity to all residents.

Section 12.33 of the LAMC requires applicants of new residential projects to pay applicable park fees based on the number of residential units to be developed. However, in accordance with Section 12.33 C.3 of the LAMC, qualifying affordable housing units are exempt from the park fees payment requirements. Of the 106 proposed residential units, 9 units would be Very Low Income units. As discussed, the Project would exceed LAMC open space requirements, provide additional outdoor covered areas, and would be required to pay applicable park fees. **Through compliance with the LAMC, Project impacts related to parks and recreational facilities would be less than significant.**

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?

Less Than Significant Impact. The Project includes development of a variety of indoor and outdoor private and public open space areas that will serve Project residents and commercial occupants. **No direct significant impacts would occur as a result of development of the open space facilities and impacts would be less than significant.**

Cumulative Impacts

Refer to discussion of cumulative impacts related to parks and recreational facilities under response to Checklist Question 14(a)(iv) (Public Services – Parks).

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project 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 based on the following (refer to Appendix G):

G-1 *1024 Mateo Street Mixed-Use Project Traffic Impact Study, Linscott, Law & Greenspan Engineers, March 7, 2019.*

G-2 *Updated LADOT Approval Letter, December 4, 2019.*

G-3 *Vehicle Miles Traveled Analysis Memorandum, October 5, 2019.*

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact.

Transportation Assessment Guidelines (2020) Analysis

As required by the City's Transportation Assessment Guidelines adopted in July of 2020 (TAG 2020), the ordinances, plans, policies, and programs listed below were reviewed for consistency with the Project. In short, the City has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes. The overall goals of these policies are to achieve a safe, accessible, and sustainable transportation system for all users. Per the 2020 Guidelines, Section 2.1.4. identifies the methodology of which a project must be evaluated. As stated, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. Since the Project requires a discretionary action and related improvements to the Public Right-of-Way (PROW), environmental analysis must provide substantiating information to help determine whether a project precludes the City's implementation of any adopted policy and/or program that was adopted to protect the environment.

These plans, policies, and programs include the following:

1. Mobility Plan 2035
2. Plan for Healthy LA
3. Specific Plans
4. LAMC Section 12.21.A.16 (Bicycle Parking)
5. LAMC Section 12.26.J (TDM Ordinance)
6. Vision Zero Action Plan
7. Vision Zero Corridor Plans
8. Streetscape Plans
9. Citywide Design Guidelines

These above mentioned plans and policies are discussed in further detail below.

1. <u>Mobility Plan 2035</u>

Policy 2.3 Pedestrian Infrastructure – Recognize walking as a component of every trip and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

While this is a citywide policy, the Project would support its implementation. Specifically, one of the primary objectives of the Project is to create a street-level identity for the Project Site and improve the pedestrian experience through the introduction of active street adjacent uses. Streetscape amenities provided by the Project would include street trees around the Site, pedestrian-scale lighting fixtures and elements, and open space. Therefore, the Project would not conflict with Mobility Plan Policy 2.3.

Policy 2.4 Neighborhood Enhanced Network – Provide a slow speed network of locally serving streets.

This is a citywide policy that does not apply to the Project because no changes to the adjacent streets are proposed as part of the Project. Therefore, the Project would not conflict with Mobility Plan Policy 2.4.

Policy 2.5 Transit Network—Improve the performance and reliability of existing and future bus service.

While this is a citywide policy, the Project would not conflict with its implementation. Furthermore, in 2008, Los Angeles County voters approved Measure R, a half-cent sales tax increase to finance new transportation projects and accelerate projects already in progress and an additional half-cent sales tax increase to fund transportation projects through Measure M in 2016. As such, the Project's net increase in transit trips would be partially offset by improvements to transit service in the Project area. Therefore, the Project would not conflict with Mobility Plan Policy 2.5.

Policy 2.6 Bicycle Networks – Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

While this is a citywide policy, the Project would support its implementation. Project visitors, patrons, and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. Bicycle parking requirements per LAMC Section 12.21 A,16(a) include short-term and long-term parking. Short-term bicycle parking is characterized by bicycle racks that support the bicycle frame at two points. Long-term bicycle parking is characterized by an enclosure protecting all sides from inclement weather and secured from the general public. Therefore, the Project would not conflict with Mobility Plan Policy 2.6.

Policy 2.7 Vehicle Network – Provide vehicular access to the regional freeway system.

This is a citywide policy that does not apply to the Project because no changes to the adjacent streets are proposed as part of the Project. Therefore, the Project would not conflict with Mobility Plan Policy 2.7.

Policy 2.10 Loading Areas – Facilitate the provision of adequate on and off-street loading areas.

This is a citywide policy that does not apply to the Project because no changes to the adjacent streets are proposed as part of the Project. Therefore, the Project would not conflict with Mobility Plan Policy 2.10.

Mobility Plan Programs PL.1 and PK.10

Mobility Plan Program PL.1 requires driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement. Implementation of the Project would not impede access to buildings from non-arterial streets or alleys. Therefore, the Project would not conflict with Mobility Plan Program PL.1.

Mobility Plan Program PK.10 directs the City to establish an incentive program to encourage projects to retrofit parking lots, structures, and driveways to include pedestrian design features. Implementation of the Project would not impede the establishment of an incentive program. Therefore, the Project would not conflict with Mobility Plan Program PK.10.

2. <u>Plan for a Healthy Los Angeles</u>

The Plan for a Healthy Los Angeles is an Element of the City's General Plan that provides a high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. A subsection of the Healthy Element provides health-related policies for several categories, one of which includes transportation. Overall, the Project would not detract the City from achieving those policies, such as traffic management and additional local bus services. The Proposed Project would not preclude the City from achieving its healthy living goals. Therefore, the Project would not conflict with the Plan for a Healthy Los Angeles Element.

3. <u>Specific Plans</u>

The Project is not located within a Specific Plan Area.

4. <u>LAMC Section 12.21.A.16 (Bicycle Parking)</u>

Los Angeles Municipal Code Section 12.21.A.16 establishes parameters related to bicycle parking spaces. As proposed under the Project, and in accordance with the updated Bicycle Parking Ordinance (Ordinance 185,480), the Project would be required to provide 112 long-term and 33 short-term bicycle parking spaces for a total of 145 spaces. The Project would meet the short-term bicycle parking requirements and would exceed the bicycle parking requirements by 2 spaces (one short term space and one long term space). Thus, the Project would not conflict with this section of the City's Municipal Code.

5. <u>LAMC Section 12.26.J (TDM Ordinance)</u>

Los Angeles Municipal Code Section 12.21.J. establishes parameters related to transportation demand management (TDM) and trip reduction measures. The Project proposes to implement

TDM strategies, which are described below in TRA-PDF-1 through TRA-PDF-3 as project design features and TRA-MM-1 through TRA-MM-3 as mitigation measure to reduce the Project's Household VMT to 6.0 miles, which matches the maximum allowed per Capita VMT. Thus, the Project would not conflict with this section of the City's Municipal Code.

6. Vision Zero Action Plan

While no Vision Zero Safety Improvements are currently planned near the Project Site, Project improvements associated with the pedestrian environment would not preclude future action plan improvements by the City. Therefore, the Project would not conflict with the Vision Zero Action Plan.

7. Vision Zero Corridor Plans

While no Vision Zero Safety Improvements are currently planned near the Project Site, Project improvements associated with the pedestrian environment would not preclude future corridor plan improvements by the City. Therefore, the Project would not conflict with the Vision Zero Corridor Plans.

8. Streetscape Plans

The location of the Project is currently not within a designated City of Los Angeles Streetscape Plan area. Therefore, the Project would not conflict with any streetscape plans.

9. Citywide Design Guideline 2

Citywide Design Guideline 2 recommends incorporating vehicular access such that it does not discourage and/or inhibit the pedestrian experience. Specifically, Guideline 2 calls for prioritizing pedestrian access first and automobile access second; orienting parking and driveways toward the rear or side of buildings and away from the public; and on corner lots, orienting parking as far from the corner as possible. The Project would prioritize pedestrian access by providing multiple pedestrian access points. Thus, the Project would not conflict with Citywide Design Guideline 2.

Overall, the Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts would be less than significant.

b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant with Mitigation Incorporated. This question was revised to address consistency with CEQA Guidelines Section 15064.3, subdivision (b), which relates to use of vehicle miles traveled (VMT) as the methodology for evaluating traffic impacts. Appendix G of the CEQA Guidelines were revised to incorporate Section 15064.3, Section 15064.3 as of July 1, 2020.

The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. As mentioned earlier, LADOT adopted its Transportation Assessment Guidelines in July of 2020. Threshold T-2.1 (Causing Substantial Vehicle Miles Traveled) of the Transportation Assessment Guidelines states that a residential project would result in a significant VMT impact if it would generate household VMT per capita more than 15 percent below the existing average household VMT per capita for the Area Planning Commission (APC) area in which it is located.

Similarly, an office project would result in a significant VMT impact if it would generate work VMT per employee more than 15 percent below the existing average work VMT per employee for the APC area in which it's located. Residents contribute to household VMT while employees (including retail and restaurant employees) contribute to work VMT.

Per the TAG, a Transportation Assessment (TA) is required when a project is likely to add 250 or more daily vehicle trips to the local street system. This trip generation assessment has been conducted to determine if the Project would generate 250 or more net daily vehicle trips and would, thereby, require the preparation of a TA.

The City has updated the TAG to ensure compliance with Section 15064.3, subdivision (b)(1) of the CEQA Guidelines, which asks if a development project would result in a substantial increase in VMT. To assist in determining which development projects would conflict with CEQA Guidelines Section 15064.3, subdivision (b)(1), the TAG establishes two screening criteria to evaluate the requirement of further analysis of a land use project's impact based on VMT. Both of the following criteria must be met in order to require further analysis of a land use project's VMT contribution:

1. The land use project would generate a net increase of 250 or more daily vehicle trips.

2. The project would generate a net increase in daily VMT.

Net Project Trip Generation Assessment

Along with the updated TAG, LADOT developed the VMT Calculator (the VMT Calculator). The VMT Calculator estimates the daily vehicle trips, daily VMT, daily household VMT per capita, and daily work VMT per employee for land use projects. The VMT Calculator utilizes average daily trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) and empirical trip generation data to determine the base daily trips associated with a land use project. The number of daily trips is further refined using data from the Environmental Protection Agency's Mixed-Use Model and the City's Travel Demand Forecasting Model.

The VMT Calculator was utilized to determine the net daily trip generation for the Project. The VMT Calculator contains a set of land-use categories with trip generation rates and corresponding trip type data that can be chosen as best matching a project's characteristics. For the Project and existing site land uses, the trip generation rates and trip type percentages for the most similar land uses were applied in the VMT Calculator.

It should be noted, that on April 25, 2019, the Los Angeles Department of Transportation (LADOT) issued a traffic assessment report to the Department of City Planning for the Project, which was subject to a transportation analysis dated March 7, 2019 prepared by Linscott, Law & Greenspan, Engineers (LLG). However, subsequent to the releasing of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis dated October 5, 2019 to DOT for the Project in addition to the previous analysis dated March 7, 2019. LADOT issued an updated traffic assessment letter dated December 4, 2019 approving the VMT analysis.

Additionally, under SB 375, when going forward with a SCEA, Project-specific and cumulative impacts associated with cars and light trucks on the regional transportation network are not required to be assessed, pursuant to PRC 21155.2(b) and 21159.28(a).

Vehicle Miles Traveled Analysis

<u>VMT Calculation (CEQA Analysis)</u>

A VMT calculation has been prepared for the Project using the LADOT VMT Calculator. The VMT calculation is provided in Appendix G-3. The results are discussed below.

Household VMT

As shown in Appendix G-3 to this SCEA, the Household VMT is calculated to be 7.6 miles per Capita. As provided in DOT's 2020 Guidelines, the threshold of significance applicable to the Project (located in an area under the jurisdiction of the City's Central Area Planning Commission) is 6.0 miles per Capita. Therefore, prior to consideration of potential mitigation measures, the Project's Household VMT would be calculated to have a significant impact. The Project proposes to implement transportation demand (TDM) strategies, which are described below in TRA-PDF-1 through TRA-PDF-3 as project design features and TRA-MM-1 through TRA-MM-3 as mitigation measure to reduce the Project's Household VMT to 6.0 miles, which matches the maximum allowed per Capita VMT. Therefore, the Project's Household VMT is considered to be less than significant with project design features and mitigation measures incorporated.

Work VMT

The Work VMT is calculated to be 8.9 miles per employee. As provided in DOT's 2020 Guidelines, the threshold of significance applicable to the Project (based on its location in the City's Central Area Planning Commission) is 7.6 miles per Employee. Therefore, prior to consideration of potential mitigation measures, the Project's Work VMT would be calculated to have a significant impact. The Project proposes to implement TDM strategies, which are described below in TRA-PDF-1 through TRA-PDF-3 as project design features and TRA-MM-1 through TRA-MM-3 as mitigation measures, to reduce the Project's Work VMT to 7.0 miles, which is less than the maximum allowed per Employee VMT. Therefore, the Project's Work VMT is considered to be less than significant with project design features and mitigation measures incorporated.

TDM Strategies

As outlined in the data sheets from the VMT Calculator provided in Appendix G-3, the VMT calculation incorporates TDM strategies as project design features and CEQA-related mitigation measures. The TDM strategies are listed in Table 2.2-2 of the 2020 Guidelines and are discussed in detail below:

1. Reduce Parking Supply

The parking requirement for the Project per the LAMC (prior to consideration of allowable adjustments described below) would be 542 spaces. As such, the Project proposes to provide 402 parking spaces, which is less than the unadjusted LAMC requirement.

The Project is utilizing the following provisions from the Municipal Code to reduce vehicle parking on the site: LAMC 12.21 A.4 for the residential component and LAMC 12.21 A.4(x)(3) for the non-residential component. Based on this, the minimum parking supply requirement for the Project per provisions of the Municipal Code would be 397 vehicle spaces. The Project proposes to provide 402 parking spaces (i.e., 140 spaces fewer than the 542 spaces required in the LAMC prior to consideration of allowable adjustments). The maximum available VMT reduction allowed in the VMT Calculator for reducing the Project parking supply is 13%.

2. Unbundle Parking

The strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. This strategy is applicable for residential components of development projects. At the time of initial opening of the development, the Project proposes as a Project feature to charge $110 per month per parking space, separate from the monthly cost to live in the unit. The maximum available VMT reduction allowed in the VMT Calculator for providing unbundled parking is 26% of residential-based VMT.

3. Transit Subsidy

With regard to subsidization of transit fare for residents and employees of the Project Site, the subsidy must be proactively offered to each dwelling unit and/or employee at least once annually for a minimum of five years. The Project would offer $0.75 per day to eligible employees and residents of the Project. Eligibility would be determined based on the employee or resident also not parking a vehicle on-site.

4. Voluntary Travel Behavior Change Program

The Project will assign staff to serve as the transportation management coordinator to inform Project residents and employees of available travel options as part of the Project's Voluntary Travel Behavior Change Program (VTBCP). As detailed below, this strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.

5. Bicycle Infrastructure

The Project is required to provide 9 short-term and 78 long-term bicycle parking spaces for the residential component. For the commercial component, the Project is required to provide 23 short-term spaces and 33 long-term spaces. Thus, the Project will provide the minimum number of short term and long-term bicycle parking spaces for the residential and commercial components. The maximum available VMT reduction allowed in the VMT Calculator for providing bike parking per the LAMC is 0.625%.

With regard to end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations, this strategy applies to projects that include bicycle parking on-site per LAMC. Projects providing long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2) and showers in accordance with LAMC Section 91.6307 qualify for this measure. The Project will provide short-term and long-term bicycle parking in accordance with LAMC Section 12.21A.16(d)(2). In addition, the Project will provide showers in accordance with LAMC Section 91.6307. The maximum available VMT reduction allowed in the VMT Calculator for including secure bike parking and showers is 0.625%.

6. Neighborhood Enhancement

Pedestrian network improvements throughout and around the Project Site are designed to encourage people to walk. This includes internally linking all uses within the Project Site with pedestrian facilities such as sidewalks and connecting the Project Site to the surrounding pedestrian network. The Project includes pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Whats more, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is also proposed via the adjacent streets.

Finally, the Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street, and Sacramento Street adjacent to the Project Site, as part of the Project design. The new sidewalks are a substantial improvement upon the existing condition as sidewalks currently do not exist on Bay Street and Sacramento Street adjacent to the Project Site.

Level of Service Analysis (Non-CEQA Analysis)

During the 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 LAMC Section 16.05. 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 the transportation analysis dated March 7, 2019 by LLG, the analysis included a review of current and potential future operational deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures, as identified by DOT:

TRA-CM-1: Transportation Demand Management (TDM) Plan

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not limited to the following:

- An on-site Transportation Information Center (TIC) where employees, visitors, and residents can obtain information regarding public transit, ridesharing, vanpool providers, bicycle facilities, and bicycle safety;
- A Transportation Coordinator responsible for implementing, maintaining, and monitoring g the TDM program;
- If after coordination with LADOT it is determined that the project site is eligible, the project will provide space for an Integrated Mobility Hub with a bicycle share kiosk and/or parking spaces for car-share vehicles;
- Carpool/Rideshare Matching Program which would provide rideshare matching services and preferential parking for commercial employees commuting to work in employer-registered carpools;
- Transportation subsidy which would offer discount transit passes to residents and commercial employees who do not purchase monthly automobile parking in the project site;
- Unbundled parking from the commercial leasing cost and from the housing cost;

- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- Make a one-time fixed-fee contribution of $50,000 prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

TRA-CM-2: Transportation Management Organization (TMO)

Transportation Management Organization (TMO) In order to help alleviate current and future traffic congestion in the Arts District, the project proposes to fund a TMO. If an Arts District TMO will be established, the project proposes to fund the initiation of an Arts District TMO. Otherwise, if it is determined that FASTLinkDTLA can adequately serve the Arts District as well as the remainder of Downtown Los Angeles, the project proposes to fund the Arts District portion of the FASTLinkDTLA. The project agrees to the following:

- Commit funding up to $200,000 prior to the issuance of the first certificate of occupancy for the project to cover the launch of the Arts District TMO or the Arts District portion of FASTLinkDTLA;
- Provide up to $25,000 per year for nine additional years for annual dues as a charter member;
- Attend organizational meetings and prove traffic demand data to the TMO;
- Require commercial space tenants of all leases executed by the project as a landlord to participate in the TMO and that all subleases contain this same provision;
- Elect to provide some or all of the services required by this TDM Program through the TMO, in consultation with the City's Transportation Demand Program.

TRA-CM-3: Traffic Monitoring Plan for the TDM Program

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to at least 80%. A traffic monitoring plan will consist of counting the number of automobiles coming from and going to the two project driveways during both AM and PM peak hours.

The monitoring program should be conducted annually to ensure compliance for a period of three years. If the project is found to not confirm to the trip reduction targets summarized in Attachment 4 of the LADOT Approval Letter, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will coordinate on implementing further TDM strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

Conclusion

As shown in the VMT Calculator output contained within Appendix G-3, the Project, with the above-mentioned TDM strategies, which are also listed as Mitigation Measures, below, is expected to generate 1,959 daily vehicle trips, a daily VMT of 14,134 miles, a Household VMT per Capita of 6.0 miles, and a Work VMT per Employee of 7.0 miles. The 2020 Guidelines state that the Household VMT per Capita threshold for the City's Central Area Planning Commission must be 6.0 miles or less. In addition, the applicable Work VMT per Employee threshold is 7.6 miles. **Therefore, it can be concluded that the Project will not generate a significant VMT impact, and all potential impacts would be less than significant with project design features and mitigation measures incorporated.**

Project Design Features

The following Project Design Features (PDFs) are implemented as part of the overall design of the Project:

TRA-PDF-1: Reduce Parking Supply: This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel. The Project will provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required per LAMC prior to consideration of allowable adjustments).

TRA-PDF-2: Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations. The Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components.

TRA-PDF-3: Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections. The Project will include pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is proposed via adjacent streets. The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street and Sacramento Street adjacent to the site.

Mitigation Measures

To off-set potential significant impacts, the following Mitigation Measures (MM) are implemented as part of the overall design of the Project:

TRA-MM-1: Unbundle Parking: Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces. The Project shall charge a minimum of $110 per month per parking space, separately from the monthly cost to rent the unit.

TRA-MM-2: Transit Subsidy: The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project shall provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents. The Project shall offer a minimum of $0.75 per day to eligible employees and residents of the Project. Eligibility shall be determined based on the employee or resident not parking a vehicle on-site.

TRA-MM-3: Voluntary Travel Behavior Change Program: This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The Project shall assign staff to serve as the transportation management coordinator to inform Project residents and employees of available travel options.

c. 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. A significant impact may occur if a project were to include a new roadway design, introduce a new land use or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project access or other features were designed in such a way as to create hazardous conditions. Prior to issuance of a building permit, the Project Applicant would be required to submit geometric design plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project would not create unacceptable or hazardous design features. Additionally, the Project does not propose the use of any incompatible transportation equipment, such as farm equipment and does not include any sharp curves, dangerous intersections, or incompatible uses. **Through compliance with existing City regulations, the Project would result in less than significant impacts related to increasing design hazards.**

d. Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD and LAPD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site. All Project driveways would be designed according to LADOT standards to ensure adequate access, including emergency access, to the Project Site. Furthermore, 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 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. **Through compliance with existing City regulations, the Project would result in less than significant impacts related to emergency access.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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.	☐	☐	☒	☐

The information and analysis of the Project's potential impacts to archaeological resources is based primarily on the following (refer to Appendix H):

H *Tribal Cultural Resources Assessment*, 1024 Mateo Street, SWCA, May 2019.

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)?

No Impact.

Project Impacts

As discussed above in Cultural Resources, in response to Checklist Question 5(a), the Project Site was not identified as eligible for listing in the National Register of Historic Places, California Register of Historical Resources, or for designation as a City of Los Angeles Historic-Cultural Monument. The buildings on the Project Site do not appear to be individually eligible for listing in the National Register, the California Register, or as an HCM, nor do the buildings appear to be a contributor to a potential Historic Preservation Overlay Zone (HPOZ). Thus, the Project Site does not meet the criteria to be considered a historical resource pursuant to Section 15064.5(a) of the CEQA Guidelines. Furthermore, the Project Site does not contain a tribal cultural resource," defined in Public Resources Code section 21074. **Thus, demolition of the existing structures and development of the Project would not result in any impacts related to historic tribal resources.**

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.

Cultural Setting

The Project Site is within the traditional territory of the Gabrielino Native American tribe. In general, it has proven very difficult or impossible to establish definitively the precise location of Native American villages occupied in the Ethnohistoric period. Native American place names referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location. Instead, in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features subject to change over generations. Many of the villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point the former village sites were affected by urban and agricultural development, and Native American lifeways had been irrevocably changed. Thus, even with archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of a former village site. Other indigenous villages and community sites were present throughout the City concurrently with Rancheria de los Poblanos (near First Street and Los Angeles Street intersection), including numerous smaller settlements along Commercial Street, and another Rancheria, Rancheria de los Pipimares, within downtown Los Angeles along 7th Street. This rancheria existed for approximately another 10 years, between 1836 and 1845, during which nearby landowners attempted to forcibly relocate them to obtain more land for agricultural use.

Methodology

CHRIS Records Search

On March 18, 2019, SWCA conducted a confidential search of the CHRIS records at the SCCIC on the campus of California State University, Fullerton, to identify previously documented cultural resources within a 0.5-mile radius of the Project Site, as well as any selectively chosen outside the radius to aid in the assessment of tribal cultural resource sensitivity. The SCCIC maintains records of technical studies and previously documented archaeological resources, including those that may be considered tribal cultural resources.

The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented tribal cultural resources and to inform the impact analysis. The search included any previously recorded archaeological resources that could be considered tribal cultural resources within the Project Site and surrounding 0.5-mile area.

Archival Research

Concurrent with the CHRIS records search, SWCA also reviewed property-specific historical and ethnographic context research to identify information relevant to the Project Site. Research focused on a variety of primary and secondary materials relating to the history and development of the Project Site, including historical maps, aerial and ground photographs, ethnographic reports, and other environmental data. Historical maps drawn to scale were georeferenced using ESRI ArcMAP v10.5 to show precise relationships to the Project Site.

In addition, SWCA reviewed technical reports prepared for the Project, including a Site Characterization Report, a Phase I ESA, geophysical survey, and a Phase II ESA Report. Both the Site Characterization Report and Phase II ESA Report included geophysical testing. The Site Characterization report involved four bore holes to a depth of 30.5 feet. The geophysical survey used magnetometers, conductivity meters, metal detectors, and ground-penetrating radar to identify subsurface features.

Sensitivity Assessment

In circumstances where a known tribal cultural resource has not been identified, no previous studies have been conducted, and subsurface testing is not feasible because of existing developments, the potential for an unidentified resource to be present in the form of a buried site is assessed indirectly. That determination considers past land uses, broadly, and an assessment of whether the setting is capable of containing buried materials. Lacking any data evidence for the presence or absence of a tribal cultural resources below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high. In general, areas with a favorable setting for habitation or temporary use, soil conditions capable of preserving buried material, and little to no disturbances are considered to have a high sensitivity.

In assessing the sensitivity for tribal cultural resources, the SWCA Tribal Cultural Resources Assessment considered whether the location was favorable for Native American habitation. Indicators of favorable habitability for Native Americans are proximity to natural features, other known sites, flat topography, and relatively dry conditions. Sensitivity for Native American-affiliated resources also considers Gabrielino ethnographic studies that describe the location of former Native American settlements, foraging and other indigenous land-use behaviors, as well as regional studies of archaeological site distribution.

Preservation potential for tribal cultural resources considers whether the physical setting is capable of containing buried materials and whether any such materials once present have been destroyed, removed, or otherwise not preserved at the location, either because of natural causes (e.g., erosion, flooding) or historical development. The preservation potential relies on an understanding of existing soil conditions and site history.

Project Impacts

<u>CHRIS</u>

The CHRIS records search identified a total of five previously documented archaeological resources within a 0.5-mile radius of the Project Site. None of the sites include components that could be considered a tribal cultural resource. The closest sites with physical remains that could be reliably associated with Native Americans are located approximately 1.5 miles north of the Project Site, near Union Station and the MWD Headquarters building. These include four sites: P-19-00007, P-19-001575/H, P-19-004662, and P-19-100515. Of these sites, only P-19-001575/H included a large and diverse assemblage of artifacts and features, which included human remains, in a location that largely retained its physical integrity. Although P-19-001575/H is in the purported location of the Gabrielino village known as Yaanga, a report prepared by Applied EarthWorks in 1999 did not identify conclusive evidence to support the association. Rather, scholarly research suggests Yaanga was likely located across a wide zone between the Los Angeles Plaza (located at 125 Paseo De La Plaza in Los Angeles) and present-day Union Station, approximately 1.3 miles north-northwest of the Project Site. The materials identified at P-19-00007, P-19-004662, and P-19-100515 include only isolated artifacts recovered from settings subject to extensive disturbances, both from historical developments and flooding along the Los Angeles River, which posed significant constraints on the ability of the resources to provide important scientific information and contribute to our understanding of Native American lifeways.

Archival Research

Archival research concentrated on determining existing disturbances to the Project Site that could influence tribal cultural resources preservation potential. Beginning at least by 1849, historical maps indicate the Project Site or at least portions were likely plowed and planted as a corn field. The Project Site and surrounding area was subsequent developed as a residential block between the 1890s and 1910s, which was then subject to multiple episodes of redevelopment through the twentieth century as the area transitioned into an industrial sector. With the exception of the structure currently located in the southeast corner of the Project Site, all former buildings and structures in the Project Site were demolished and the building that currently occupies the Project Site was constructed.

The historical sequence of construction and demolition has altered the surface and near surface within the Project Site. Geotechnical work conducted for the Project estimates up to 2 feet of artificial fill within the Project Site. Variations likely exist in the depth of the Historic-period disturbances, which include several locations where sub-surface structures once existed or are still present. These are described in the Project's Phase I ESA. The report identified extant and former buildings and structures associated with the historical uses, which included a wash rack with a clarifier, grease pit, above-ground storage tank, and at least two underground storage tanks (USTs).

As a result of this work, the presence of several subsurface anomalies was identified and seemed to coincide with a previous service pump station, storage buildings, hydraulic hoists, and a grease pit. None of the anomalies were found to be consistent with the presence of any USTs, which seem to confirm that the USTs had been removed and backfilled when the 1975 permit was issued.

Native American Archaeological Resources File Search

On April 25, 2019, SWCA received the results of a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC). The NAHC letter indicated negative results. The NAHC letter is included within Appendix H.

Although five previously document archaeological resources were found within a 0.5 mile radius from the Project Site, no tribal cultural resources were identified in a CHRIS records search within the Project Site and a 0.5-mile radius. The SLF records search did not identify any sacred lands or sites in the Project Site. The closest known sites with Native American-affiliated materials on file at the CHRIS are mapped in approximately 1.5 miles north of the Project Site, between the Los Angeles Plaza, Union Station, and MWD Headquarters building. The Gabrielino village known as Yaanga (purported location of the Gabrielino village known as Yaanga) and several other important Historic-period Gabrielino sites (e.g., Pueblito, Rancheria de los Poblanos, and two unnamed rancherias) were located in the same approximate area, more than 1 mile from the

Project Site.

The Project Site is located in the floodplain of the Los Angeles River, which is currently located approximately 0.25 miles to the east of the Project Site. Shifts in the main channel of the Los Angeles River have occurred numerous times in recorded history, including two significant shifts in 1815 and 1825, the most recent which realigned the channel to its current location. The general proximity of the Project Site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for unknown tribal cultural resources, at least higher than low background levels, particularly for the physical remains of temporary open camps.

As mentioned earlier, preliminary geotechnical work at the Project Site reports up to 2 feet of artificial fill present within the Project Site. Prior soil testing included four samples taken at 5-foot intervals to a depth of 30 feet below grade. The sediment profiles described multiple alluvial layers of fine-grained sand and silty sand, some with gravel inclusions, extending down to 10 to 30 feet. Below this the soil consisted of poorly graded sand. This is typical of deposits within the Los Angeles River floodplain and reflects a mixture of high- and low-energy deposition. To the extent that the proposed ground disturbance extends into undisturbed alluvial soils buried beneath previously disturbed sediments, there may be some potential for preservation, but it is considered very unlikely for any tribal cultural resource to be present.

Based on the above considerations, the Tribal Cultural Resources Assessment (Appendix H) cites low potential for encountering tribal cultural resources within the Project Site.

Conclusion

The CHRIS search identified no previously recorded tribal cultural resources within the Project Site or 0.5-mile radius. An ethnographic literature review and archival research identified several former Native American communities located between 0.5 and 1.5 miles to the east-northeast of the Project Site, near the Los Angeles Plaza, Union Station, and eastern portions of the downtown area. The NAHC's search of the SLF did not identify any sacred lands or sites.

Ground disturbances for the Project will occur during the proposed demolition, site preparation, and grading phases. Grading is estimated to require up to 25 feet of excavation below the surrounding street elevation that will extend into the underlying alluvial soils. Although deeply buried deposits are possible, they are considered to have a very low probability of occurring within the Project Site. As a result, the potential for unidentified tribal cultural resources within the project site is found to be low.

Though unlikely, if present, any unidentified tribal cultural resources have the potential to be significant under CEQA. However, the Project Applicant would be required to implement the City's standard condition of approval related to the inadvertent discovery of tribal cultural resources that requires that in the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporary cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; and (2) the Department of City Planning at (213) 978-1177.

- If the City determines, pursuant to Public Resources Code Section 21074(a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

- The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

- The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any affected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.

- The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.

- Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

- Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's Office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

Compliance with this standard condition of approval would ensure that Project impacts related to unknown tribal cultural resources would be less than significant.

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, through imposition of the above-referenced condition of approval. As discussed previously, through compliance with existing laws, Project impacts associated with historic, archaeological, and paleontological resources would be less than significant with mitigation. However, the occurrence of these impacts would be limited to the Project Site and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the Project would not contribute to any potential cumulative impacts related to tribal cultural resources. Therefore, cumulative impacts related to tribal resources would be less than significant.

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

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. 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?

Less Than Significant Impact. A significant impact may occur if a project would result in the relocation or construction of new or expanded water, wastewater or storm water drainage facilities to such a degree that the capacity of facilities currently serving the Project Site would be exceeded.

The Project is consistent with the demographic projections for the City from both the 2012 and 2016 RTPs, as outlined in Section XIV, Population, Housing, and Employment, of this SCEA. Based on these projections, anticipated water demand for the Project would fall within the 2015 UWMP's projected water supplies for normal, single-dry, and multiple-dry years through the year 2040 and is within the 2015 UWMP's 25-year water demand growth projection.

Additionally, the 2015 UWMP contains a water shortage contingency plan for multi-year dry hydrological periods. This water shortage contingency plan was implemented on June 1, 2009, when the Board of Water and Power Commissioners (Board) adopted Shortage Year Rates, and the City Council implemented the landscape irrigation and prohibited use restrictions contained in the City's Water Conservation Ordinance. The City's Water Rate Ordinance, adopted in June 1995, was last amended by the Board, effective April 15, 2016. The revised rate ordinance restructured the rates to help further promote conservation. For example, single-family rates switched to a four-tier system that sends a strong price signal to deter against wasteful water use. The Board found that the price signals contained in the Water Rate Ordinance encourage conservation and support further reduction in citywide demand. Past and current implementation of water rate price signals and higher ordinance phases have resulted in reducing the total customer water usage, on average, by approximately 20.2 percent over the time period from June 2009 to March 2018.

As such, the Project would not require new or additional water supply or entitlements. **Therefore, less than significant impacts related to water facility expansions would occur and the Project would be adequately served by the LADWP.**

<u>Wastewater Treatment</u>

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. 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 275 mgd.[1] Thus, there is approximately 175 mgd available capacity. As shown on **Table 6.XIX-1**, the Project would generate an increase of approximately 27,076 gallons of wastewater per day (or 0.027 mgd). With a remaining daily capacity of 150 mgd, the LAAFP would have adequate capacity to serve the Project.

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1 *https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl state=e9g2enwiy_5&_afrLoop=2223629005130851#!*

Table 6.XIX-1
Estimated Wastewater Generation and Water Consumption

Land Use	Size	Wastewater Generation Rate[1]	Total (gallons/day)
Proposed Uses			
live/work Units	106 du	110 gpd/du	11,660
Office	92,740 sf	120 gallons / 1,000 sf	11,129
Restaurant	13,126 sf	300 gallons / 1,000 sf	3,938
Retail	13,978 sf	25 gallons / 1,000 sf	349
		Net Total	**27,076**

gpd = gallon per day sf = square feet du = dwelling unit
Note: Wastewater generation is assumed to equal water consumption.
[1] Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.

Additionally, LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in the Sylmar community of the City. The LAAFP treats City water prior to distribution throughout LADWP's Central Water Service Area. The designated treatment capacity of the LAAFP is 600 mgd, with an average plant flow of 550 mgd during the summer months and 450 mgd in the non-summer months. Thus, the facility has between approximately 50 to 150 mgd of remaining capacity depending on the season.

As shown on **Table 6.XIX-1**, the Project would create an increased demand of approximately 27,076 gallons of water per day (or 0.027 mgd) and, therefore, generate a corresponding quantity of wastewater. With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project. **With this, and as discussed earlier in this section, the Project would not require the construction of new wastewater treatment facilities, and impacts related to wastewater treatment would be less than significant.**

Natural Gas

For a full discussion of Natural Gas capacities and distribution, please see **Section VI (Energy)**, in this SCEA.

Electricity

For a full discussion of electrical capacities and distribution, please see **Section VI (Energy)**, in this SCEA.

Telecommunications

For a full discussion of telecommunications, please see **Section VI (Energy)**, in this SCEA.

Cumulative Impacts

Water Supply

Implementation of the Project in conjunction with the related projects would increase demand for water services provided by the City's water supply system. Through its UWMP, LADWP (through its UWMP) anticipates its projected water supplies will meet demand through the year 2035. 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 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.

For projects that meet the requirements established pursuant to SB 610, SB 221, and Sections 10910-10915 of the State Water Code, a water supply assessment demonstrating sufficient water availability is required on a project-by-project basis. Per California Resources Code Section 15206, a Water Supply Assessment is required when the following occurs:

(A) A proposed residential development of more than 500 dwelling units.

(B) A proposed shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.

(C) A proposed commercial office building employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space.

(D) A proposed hotel/motel development of more than 500 rooms.

(E) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area.

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.

As shown in **Table 6.XIX-3**, below, Cumulative Estimated Water Demand, the cumulative projects in combination with the Project would demand approximately 4,613,624 gpd (4.613 mgd) of water, with the Project accounting for approximately 0.59 percent of that projected increase.

Table 6.XIX-2
Cumulative Estimated Water Demand

Land Use	Total sizes	Unit	Water Demand Rates	Total (gpd)
Residential [a]	16,741	du	192 gallons / unit	3,214,272
Retail	1,683,402	sf	32 gallons / 1,000 sf	53,869

Table 6.XIX-2
Cumulative Estimated Water Demand

Land Use	Total sizes	Unit	Water Demand Rates	Total (gpd)
Hotel	1,492	rooms	153.6 gallons / room	229,171
Office	5,384,761	sf	153.6 gallons / 1,000 sf	827,099
Restaurant	563,543	sf	384 gallons / 1,000 sf	216,400
Cinema	793	seats	5.12 gallons / seat	4,060
Health Club	118,772	sf	0.32 gallons / sf	38,007
School	1,457	students	15.36 gallons / student	22,379
Event Space	21,789	sf	384 gallons / 1,000 sf	8,367
			Cumulative Projects Subtotal	**4,613,624**
			Project Total	**27,076**
			Total (Cumulative Projects + Project)	**4,640,700**

Note: sf = square feet; gpd = gallons per day

Water consumption rates are assumed as 128 percent (nonresidential) and 118 percent (residential) of the wastewater generation rates.

Source: Correspondence from Ali Poosti, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, June 23, 2017. Included in Appendix L-1.

City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.

[a] In order to present a conservative estimate of impacts, the 2-bedroom rate has been used for all units.

The remaining daily capacity of the LAAFP is 125 million gallons of water per day. The total related water demand (cumulative projects + Project) is approximately 4.613 million gallons of water per day and represents approximately 3.3 percent of the total remaining daily capacity. Therefore, the LAAFP would have adequate capacity to treat the water demanded by the Project and cumulative projects.

Future development projects within the service area of the LADWP would be subject to the locally mandated water conservation programs, and citywide water conservation efforts would also be expected to partially offset the cumulative demand for water. The 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 service would be less than significant.

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 in an environmental document. The CEQA analysis, similar to this SCEA, 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 LADWP would be subject to the locally mandated water conservation programs, and citywide water conservation efforts would also be expected to 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 supply facilities and possible expansion of these facilities would be less than significant.**

Wastewater Treatment

Implementation of the related projects could increase the need for wastewater treatment. The cumulative projects are served by the same sewer system as the Project Site, and thus are counted as part of cumulative analysis. As shown in **Table 6.XIX-3**, Cumulative Estimated Wastewater Generation, the cumulative projects in combination with the Project would generate approximately 4,274,035 gpd (4.27 mgd) of wastewater, with the Project accounting for approximately 0.63 percent of that projected increase in wastewater generation.

For each cumulative project, the City, as part of the building permit process, would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the cumulative project's wastewater flows. Further detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity, then the developer would 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 would be made at that time. Each cumulative project would also pay any required sewer connection fees.

The cumulative projects would rely on the wastewater treatment services provided by the HTP, as all cumulative projects are within the service boundaries of the HTP. The capacity of the HTP is 450 million gallons per day and the HTP's current average wastewater flow is 275 million gpd. The cumulative sewage generation would be well within the design capacity of the HTP, representing approximately 2.46 percent of the remaining capacity.[2] As such, the Project's incremental effect on cumulative impacts to wastewater treatment capacity would not be cumulatively considerable.

Table 6.XIX-3
Cumulative Estimated Wastewater Generation

Land Use	Total sizes	Unit	Wastewater Generation Rates	Total (gpd)
Residential [a]	16,741	du	190 gallons / unit	3,180,790
Retail	1,683,402	sf	25 gallons / 1,000 sf	42,085
Hotel	1,492	rooms	120 gallons / room	179,040
Office	5,384,761	sf	120 gallons / 1,000 sf	646,171
Restaurant	563,543	sf	300 gallons / 1,000 sf	169,063
Cinema	793	seats	4 gallons / seat	3,172

2 *4.301 mgd / 175 mgd x 100% = 2.46%*

Table 6.XIX-3
Cumulative Estimated Wastewater Generation

Land Use	Total sizes	Unit	Wastewater Generation Rates	Total (gpd)
Health Club	118,772	sf	0.25 gallons / sf	29,693
School	1,457	students	12 gallons / student	17,484
Event Space	21,789	sf	300 gallons / 1,000 sf	6,537
			Cumulative Projects Subtotal	**4,274,035**
			Project Total	**27,076**
			Total (Cumulative Projects + Project)	**4,301,111**

Note: sf = square feet; DU = dwelling unit, gpd = gallons per day
Source: Correspondence from Ali Poosti, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, June 23, 2017. Included in Appendix L-1.
City of Los Angeles CEQA Thresholds Guide, 2006, Exhibit M.2-12 Sewage Generation Factors.
[a] Assumes all residential units are two-bedroom units.

Natural Gas

For a full discussion of cumulative Natural Gas capacities and distribution, please see **Section VI (Energy)** in this SCEA.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As mentioned above in Threshold a., the City receives water from five major sources. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. LADWP has adopted the 2015 UWMP to ensure that existing and projected water demand within its service area can be accommodated.

Even though the Proposed Project is not currently consistent with the City's General Plan land use designation, according to the LADWP, for any related project that is consistent with the City's General Plan and underlying land use designation, the projected water demand associated with that project is considered to be accounted for in the 2015 UWMP. Even though the Project is not consistent with the current land use designation of the City's General Plan, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the Los Angeles Green Building Code (LAGBC) to minimize water usage. **Therefore, less than significant Project impacts related to water supply would occur and the Project would be adequately served by the LADWP during both normal and 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?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation above what a provider allots to serve its existing commitments. The Project's wastewater generation would be sufficiently accommodated as part of the remaining 88 mgd of treatment capacity currently available at HTP, as mentioned above. Additionally, as shown on **Table 6.XIX-1**, the Project would demand an increase of approximately 27,076 gallons of water per day (or 0.027 mgd). With the remaining capacity of approximately 50 to 150 mgd, the LAAFP would have adequate capacity to serve the Project. **Therefore, impacts to wastewater treatment and its capacity would be less than significant**. Also, please refer to Section XIX, Threshold a., above for more information.

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?

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or impair the attainment of solid waste reduction goals.

The primary landfills that serve the City include Lancaster Landfill, Chiquita Canyon Landfill, Sunshine Canyon City/County Landfill, Azusa Landfill, and the Calabasas Landfill. Permitted capacity and average daily disposal amounts for these landfills are shown on **Table 6.XIX-4**. As shown, the combined remaining available daily intake at the landfills serving the City is roughly 10,362 tons.

Table 6.XIX-4
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)
Lancaster	24	10.44	3,000	550	2,450
Chiquita Canyon Expansion	30	-	12,000	-	-
Sunshine Canyon	20	62.1	12,100	7,496	4,604
Azusa	28	56.33	6,500	1,183	5,317
Calabasas	12	5.9	3,500	951	2,549
				Total	**10,362**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2016/17 Annual Report, December 2017.

As shown on **Table 6.XIX-5**, the Project would generate an increase of approximately 0.99 tons of solid waste per day. With a remaining daily capacity of 10,362 tons per day, the existing landfill capacity would be adequate to accommodate the Project's solid waste generation. **Therefore, Project impacts related to solid waste would be less than significant.**

Table 6.XIX-5
Estimated Solid Waste Generation

Land Use	Size	Generation Rate[1]	Total (tpd)
Proposed Uses			
live/work Units	106 du	12.23 lbs/day/du	1,296
Office	92,740 sf	6 lbs/day/1,000 sf	556
Restaurant	13,126 sf	5 lbs/day/1,000 sf	66
Retail	13,979 sf	5 lbs/day/1,000 sf	70
		Net Total	**0.99**

lb = pound tpd = tons per day
[1] Source: CalRecyclewebsite: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm, 2014.
Note: Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

Cumulative Impacts

As shown in **Table 6.XIX-6**, Cumulative Operation Estimated Solid Waste Generation, the cumulative projects in combination with the Project would generate approximately 128 tons per day of operational solid waste, with the Project accounting for approximately 0.05 percent of that projected increase in operational solid waste generation. Similar to the Project, the cumulative projects would participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at the landfills described above. As shown on **Table 6.XIX-6**, the facilities serving the Project area would have adequate capacity to accommodate the solid waste generated by cumulative development. Similar to the Project, the related projects would be required by the City to participate in regional source reduction and recycling programs pursuant to AB 939, which would further reduce the amount of solid waste to be disposed of at the landfills identified on **Table 6.XIX-6**. Thus, cumulative development would not create the need for new or expanded landfills. Therefore, cumulative impacts on solid waste service would be less than significant.

Table 6.XIX-6
Cumulative Estimated Solid Waste Generation

Land Use	Total sizes	Unit	Solid Waste Rates	Total (pounds)
Residential [a]	16,741	du	12.23 lbs/day/du	204,742

Table 6.XIX-6
Cumulative Estimated Solid Waste Generation

Land Use	Total sizes	Unit	Solid Waste Rates	Total (pounds)
Retail	1,683,402	sf	5 lbs/day/1,000 sf	8,417
Hotel	1,492	rooms	2 lbs/day/room	2,984
Office	5,384,761	sf	6 lbs/day/1,000 sf	32,309
Restaurant	563,543	sf	5 lbs/day/1,000 sf	2,818
Cinema	6,344	sf [a]	5 lbs/day/1,000 sf	32
Health Club	118,772	sf	5 lbs/day/1,000 sf	594
School	1,457	students	1 lb/day/student	1,457
Event Space	21,789	sf	5 lbs/day/1,000 sf	109
			Cumulative Projects Subtotal	**253,461**
			Project Total	**1,980**
			Total (Cumulative Projects + Project)	**255,441**

Note: sf = square feet
Rates: CalRecycle Estimated Solid Waste Generation Rates: http://www.calrecycle.ca.gov/wastechar/wastegenrates/
[a] Assumes 8 square feet per cinema seat (793 seats x 8 square feet/seat – 6,344 square feet).

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Project will be disposed of in compliance with all applicable federal, state, and local regulations, related to solid waste, such as AB 939. The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Integrated Resources Plan, which is the long-range solid waste management policy plan for the City through 2025, and the Source Reduction and Recycling Element, which is the strategic action policy plan for diverting solid waste from landfills. The Project would also comply with applicable regulatory measures, including the provisions of City Ordinance No. 171,687 regarding recycling for all new construction and other recycling measures; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction, and the provision of permanent, clearly marked, durable, source-sorted bins to facilitate the separation and deposit of recyclable materials. Waste generated by the Project would not alter the projected timeline for landfills within the region to reach capacity. **The Project would comply with federal, state, and local regulations, and as such, impacts would be less than significant.**

Cumulative Impacts

All development in the City, including the Proposed Project and the related projects listed in **Section 2 (Project Description)** are required to comply with the City's recycling programs. **Thus, no cumulative impacts related to this issue would occur**.

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impac t
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones 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?

No 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, that identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element of the General Plan, the Project Site is located in proximity to a designated disaster route (i.e., San Pedro Street).[1] **Therefore, no impact would occur.**

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?

No Impact. As identified in the parcel profile report for the Project Site obtained from the City's ZIMAS mapping system, the Project Site is not within or near a Very High Fire Severity Zone.[2] The Very High Fire Hazard Severity Zone was first established in the City in 1999 and replaced the older Mountain Fire District and Buffer Zones. A Very High Fire Severity Zone is one in which a site is near hilly and mountainous regions that are susceptible to regular fires. **Therefore, no impact would occur.**

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?

No Impact. The Project Site is not within or near a Very High Fire Severity Zone.[3] Nevertheless, the Project Site would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. **Therefore, no impact would occur.**

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?

No Impact. The Project Site is not within or near a Very High Fire Severity Zone.[4] Nevertheless, the Project Site would not 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. **Therefore, no impact would occur.**

Cumulative Impacts

As mentioned above, the Project Site nor the related projects are within or near a very high fire severity zone. Similar to the Project Site, other related projects would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in

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1 *City of Los Angeles Department of Planning General Plan Safety Element, November 26, 1996, Exhibit H, Critical Facilities and Lifeline Systems.*

2 *Ibid.*

3 *Ibid.*

4 *Ibid.*

temporary or ongoing impacts to the environment. Additionally, these related projects are not expected to 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. **There would be no impacts associated with the Project, as it relates to cumulative impacts.**

6 INITIAL STUDY/SUSTAINABLE COMMUNITIES ENVIRONMENTAL IMPACT ANALYSIS

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 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?

Less Than Significant Impact.

The Project will not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, impacts would be less than significant.

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.

Aesthetics

Development of the Project in conjunction with the Related Projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. For qualified projects, as per ZI No. 2452 and SB 743, aesthetic impacts "shall not be considered significant impacts on the environment." Thus, the Project would not be cumulatively considerable. Therefore, cumulative aesthetic impacts would be less than significant.

Agriculture and Forestry Resources

Development of the Project in combination with the Related Projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category. The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

Air Quality

AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2016 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2016 RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Each related project would implement feasible air quality

ion measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

Construction and Operational Emissions

As discussed above, construction of the Project would not produce VOC, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions in excess of SCAQMD's regional thresholds. However, NO_X emissions from diesel-fueled engines operating during the demolition phase would exceed the daily thresholds. Because this pollutant is a precursor regional O_3 formation, construction of the Project could contribute substantially to an existing violation of ozone air quality standards due to NO_X emissions prior to mitigation. Nonetheless, the Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above and Mitigation Measure MM-AQ-1. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. Therefore, the Project's contribution to cumulative air quality impacts due to localized emissions would not be cumulatively considerable and, therefore, would be less than significant with mitigation.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities, which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any of the related projects (which are largely residential, retail/commercial, and office in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, the related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

Odor Impacts

With respect to odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Project and related projects would not combine to create objectionable construction odors. None of the Related Projects is close to the Project Site. With respect to operations, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the Related Projects and the Project's long-term operations phase. Thus, cumulative odor impacts would be less than significant.

Biological Resources

The Project would not impact any protected trees. The Project would have no impact upon other biological resources. Development of the Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or Related Projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. The Project would not be cumulatively considerable since it is unknown if the Related Projects have potential significant impacts such as tree or habitat removal. Thus, cumulative impacts to biological resources will be less than significant.

Cultural Resources

The Project and Related Projects would comply with applicable federal, state, and city regulations that would preclude significant cumulative impacts regarding cultural resources. This resource area is site and locally specific so that each Related Project would need to be evaluated within its own site-specific context. In addition, any Related Project within a historic district or affecting a historic resource would require a historic resource evaluation to ensure that removal of an existing building, addition of a new building, and/or conversion would not impact the historic resource in the area. The Project will have no historic impact and a less than significant impact on archeological resources, paleontological resources, and human remains, with implementation of required mitigation measures. Cumulative impacts on cultural resource will be less than significant.

Each of the Related Projects would be evaluated within its own context with consideration of energy conservation features that could alleviate electrical demand. Each Related Projects would be required to be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards and would also be in compliance with the Los Angeles Green Building Code. Further, each Related Projects would need to be consistent with the building energy efficiency requirements of Title 24 as well as how SCG serves each location with its existing distribution infrastructure. Finally, each Related Projects would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure. Therefore, cumulative impacts would be less than significant.

Energy

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Operation would result in the irreversible consumption use 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 Related Projects would be in compliance with the City's Green Building Ordinance (for the City of Los Angeles) and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards.

All forecasted growth would incorporate design features and energy conservation measures, as required by Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2018-2030. Thus, there is a plan to secure natural gas supplies to meet demand. Therefore, cumulative impacts would be less than significant.

Geology and Soils

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and any of the Related Projects. Like the Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the Related Projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that Project impacts would be less than significant. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Greenhouse Gas Emissions

GHG analysis is a cumulative analysis and thus, there would be no cumulative significant impact as shown above (see Part 5.VIII of this SCEA). The Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Hazards and Hazardous Materials

Hazards are site-specific and there is little, if any, cumulative hazardous relationship between the Project and any of the Related Projects. Similar to the Project, potential impacts related to hazards would be assessed on a case-by-case basis and, if necessary, the applicants of the Related Projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Project's hazards and hazardous materials impact concluded that, through the implementation of the mitigation measures recommended above, Project impacts would be reduced to less than significant levels. Therefore, the Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative hazard and hazardous materials impacts would be less than significant.

Hydrology and Water Quality

The Project Site and the surrounding areas are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the Related Projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related projects, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the Low Impact Development Ordinance, each related project will be required to implement stormwater

BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period.

Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

Land Use

Compliance with City's land use standards would ensure that any cumulative impacts related to land use would be less than significant. Further, all related projects would be individually evaluated for consistency with applicable land use standards. None of the Related Projects would physically divide an established community or conflict with a habitat conservation plan. The Project would not make a cumulatively considerable contribution to land use planning, and cumulative impacts would be less than significant. Therefore, cumulative land use impacts would be less than significant.

Mineral Resources

Development of the Project in combination with the Related Projects would not result in the loss of availability of mineral resources. The Project Site and the surrounding area are highly urbanized area and do not include any MRZ zones. Therefore, no cumulative impact would occur.

Noise

Development of the Project in conjunction with the Related Projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. Construction-period noise for the Project and each Related Project (that has not yet been built) would be localized in nature. None of the Related Projects are in close enough proximity to the Project Site to cause cumulative construction or stationary noise or vibration impacts. Any construction noise from the Related Project, were it to occur concurrently with the Project, would be attenuated by the distance across intervening streets and/or structures that break the line of sight from these sites to the nearby receptors.

Additionally, each of these Related Projects would be subject to LAMC Section 41.40, which limits the hours of allowable construction activities. Each related project would also be subject to Section 112.05 of the LAMC, which prohibits any powered equipment or powered hand tool from producing noise levels that exceed 75 dBA at a distance of 50 feet from the noise source within 500 feet of a residential zone. Noise levels are only allowed to exceed this noise limitation under conditions where compliance is technically infeasible. With respect to cumulative traffic noise impacts, it should be noted that the Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Study (included as an appendix to this SCEA). Based on the Project's estimated trip generation, the Project plus future cumulative baseline conditions would not have the potential to create a significant cumulative impact. As such, the Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with construction noise would be less than significant.

Population and Housing

The Related Projects would introduce additional residential, commercial/retail/restaurant, office, school, and other related uses to the City of Los Angeles. Any residential related projects would result in direct population growth. The related project growth would not exceed the projected growth. The net increase of employees is not cumulatively considerable as there are no thresholds for employee impacts. Because the Project would not displace any residents, and the population growth is within the expected projections, the Project's population growth would not be cumulatively considerable. Therefore, the Project's cumulative impacts to population and housing would be less than significant.

Public Services

Fire

Given the geographic range of the Related Projects, they would be served by a variety of fire stations.[1] The Project, in combination with the related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Project and related projects would contribute. Similar to the Project, each of the Related Projects in the City of Los Angeles would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to fire

[1] *LAFD Fire Station Finder: http://www.lafd.org/fire_stations/find_your_station.*

protection services impacts, and, as such cumulative impacts on fire protection would be less than significant.

Police

The Project, in combination with the Related Projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and Related Projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection would be less than significant.

Schools

Given the geographic range of the Related Projects, they would be served by a variety of public schools depending on the location and service boundaries. The Project, in combination with the Related Projects is expected to result in a cumulative increase in the demand for school services. These Related Projects would have the potential to generate students that would attend the same schools as the Project. However, each of the projects would be responsible for paying mandatory school fees to mitigate the increased demands for school services. Overall, the payment of school fees in compliance with SB 50 would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA. Cumulative impacts on schools would be less than significant.

Parks and Recreation

Development of the Project in conjunction with the related projects could result in an increase in permanent residents residing in the Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects is required to comply with payment of applicable park fees (Quimby or otherwise). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Project would not make a cumulatively considerable impact to parks and recreational facilities and cumulative impacts would be less than significant.

Library

Given the geographic range of the Related Projects, they would be served by a variety of libraries.[2] Development of the related projects would likely generate additional demands upon library services. The LAPL has no plans for new or expanded libraries; however, the Related Projects, like the Project, would contribute to the City General Fund, which goes to, among other things, library services. Therefore, the cumulative impacts related to library facilities would be less than significant.

Traffic

Development of the Project in conjunction with the Related Projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. The Traffic VMT analysis also includes a cumulative analysis and there would be no cumulative significant impact as shown above (see Part 5.VXVII of this SCEA). Thus, there would be no CMP intersections or freeways impacts. Therefore, the Project's cumulative impact is considered less than significant.

Utilities

Individual sewer and water infrastructure is location and site-specific and made on a case by case basis. Through the 2010 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2035. Demands on water consumption, wastewater generation, and solid waste generation resulting from the Project would be less than significant with implementation of provided mitigation measures (where applicable). These mitigation measures identified for the Project are standard mitigation measures from the City that would also apply to the Related Projects in the City. In addition, several of the Related Projects could be subject to SB 610, which requires a water supply assessment to evaluate whether total projected water supplies will meet the projected water demand. Ultimately, the wastewater and water facilities (HTP and LAAFP) and the Puente Hills MRF, Sunshine Canyon landfill, and Mesquite landfill have adequate capacity to accommodate the project and related projects along with the general growth within the City. The Project's contribution to cumulative wastewater, water, and solid waste impacts will not be cumulatively considerable and cumulative impacts would be less than significant.

Each of the related projects would be evaluated within its own context with consideration of energy conservation features that could alleviate electrical demand. Each related project would be required to be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards and would also be in compliance with the Los Angeles Green Building Code.

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[2] *LAPL Locations: http://www.lapl.org/branches.*

Further, each related project would need to be consistent with how the LADWP serves each location with its existing distribution infrastructure. Therefore, cumulative impacts would be less than significant.

Further, each related project would need to be consistent with the building energy efficiency requirements of Title 24 as well as how SCG serves each location with its existing distribution infrastructure.

LADWP and SCG undertake system expansions and secure the capacity to serve their service areas and take into consideration general growth and development. Operation would result in the irreversible consumption use 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 related projects would be in compliance with the City's Green Building Ordinance (for the City of Los Angeles) and would thus exceed the standards in Title 24 of the CCR requiring building energy efficiency standards.

All forecasted growth would incorporate design features and energy conservation measures, as required by Title 24 of the CCR (CalGreen) requiring building energy efficiency standards, and would also be in compliance with the LA Green Building Code, which would reduce the impact on natural gas demand. It is also anticipated that future developments would upgrade distribution facilities, commensurate with their demand, in accordance with all established policies and procedures. There would be sufficient statewide supplies to accommodate the statewide requirements from 2018-2030. Thus, there is a plan to secure natural gas supplies to meet demand. Therefore, cumulative impacts would be less than significant.

Tribal

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, through imposition of the above-referenced condition of approval. As discussed previously, through compliance with existing laws, Project impacts associated with historic, archaeological, and paleontological resources would be less than significant with mitigation. However, the occurrence of these impacts would be limited to the Project Site and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the Project would not contribute to any potential cumulative impacts related to tribal cultural resources. Therefore, cumulative impacts related to tribal resources would be less than significant.

Wildfire

As mentioned above, the Project Site nor the related projects are within or near a very high fire severity zone. Similar to the Project Site, other related projects would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Additionally, these related projects are not expected to 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. There would be no impacts associated with the Project, as it relates to 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.

A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As described throughout this environmental impact analysis, with implementation of the recommended mitigation measures, where applicable, the Project would not result in any unmitigated significant impacts. Therefore, impacts would be less than significant.

7 LIST OF MITIGATION MEASURES, PROJECT DESIGN FEATURES, REGULATORY COMPLIANCE MEASURES, AND CORRECTIVE MEASURES

MITIGATION MEASURES

MM-AQ-1. All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 3 emission standards, to reduce NO_x, PM_{10}, and $PM_{2.5}$ emissions at the Project Site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

During plan check, the Project Applicant shall make available to the lead agency and SCAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower that shall be used during any portion of demolition/excavation activities and concrete pour days for the foundation for the Project. The inventory shall include the horsepower rating, engine production year, and certification of the specified Tier standard. A copy of each unit's certified tier specification, Best Available Control Technology documentation, and CARB or SCAQMD operating permit shall be available onsite at the time of mobilization of each applicable unit of equipment to allow the Construction Monitor to compare the on-site equipment with the inventory and certified Tier specification and operating permit. Off-road diesel-powered equipment within the construction inventory list described above shall meet Tier 4 CARB/U.S. EPA standards.

CULT-MM-1: **Retain a Qualified Archaeologist.** Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards.

CULT-MM-2: **Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP).** Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in CULT-MM-3), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to any archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource, shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

- **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained.

- **Historic-period archaeological sites.** If a Historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:

- **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the Project Site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.

- **Treatment Under Criterion 3:** Architectural documentation of exposed features shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity.

- **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1.

CULT-MM-3: Worker Environmental Awareness Program (WEAP) Training. Before the commencement of initial demolition or excavation at the Project Site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the regulatory compliance requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent.

CULT-MM-4: Monitoring for Archaeological Resources. Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile soil strata) below a certain depth or within a certain portion of the Project Site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 12 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

GEO-MM-1: Prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Sites. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a qualified paleontologist can identify and evaluate the significance of the discovery and develop recommendations for treatment. Construction activities could continue in other areas of the Project Site. If the resource is found to be significant, recommendations would include a preparation of a Treatment Plan, which would require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with state law.

HAZ-MM-1: During excavation of the Project Site for the subterranean parking garage and prior to issuance of a Building Permit, if a UST is encountered, the Project Applicant shall procure a Division 5 Permit from the Los Angeles County Fire Department for removal of a UST and shall comply with the requirements of the permit.

HAZ-MM-2: Prior to issuance of a Building Permit, the Soil Management Plan (SMP) dated May 27, 2020 and subsequent amendments shall be submitted to the Los Angeles County Fire Department for review and approval. The SMP shall be implemented during excavation and grading activities in areas of potential soil contamination to ensure site closure is properly implemented, and contaminated soil encountered is properly identified, removed, and disposed of off-site. The SMP shall include the following:

- A qualified environmental consultant shall be present as necessary during grading and excavation activities to monitor compliance with the SMP and to actively monitor the soil and excavations for evidence of contamination.
- Soil encountered during excavation or grading activities that appears to have been affected by hydrocarbons or other contamination shall be evaluated, based on appropriate laboratory analysis, by a qualified environmental consultant prior to off-site disposal at a licensed facility.
- Identified contaminated soil shall be properly removed, handled, and transported to an appropriately licensed disposal facility, in accordance with the SMP.
- Measures to protect construction workers from exposure to soils.

HAZ-MM-3: Prior to start of construction, building controls such as liquid boot protection or a passive sub-slab vapor depressurization system as part of the footprint of the structure shall be included to the satisfaction of the Los Angeles Building and Safety Department.

HAZ-MM-4: The design of the passive system shall include the provision to convert the passive system to an active depressurization system if vapor concentrations near the slab and in the parking structure exceed federal, state and/or local screening levels.

- Vapor sampling of the parking area and passive sub-slab system shall be conducted either annually or semi-annually to periodically measure the contaminant concentrations in those areas.

HAZ-MM-5: During excavation tasks, a photo-ionization detector (PID) shall be on site at all times. The PID shall be maintained in good working order, and shall be calibrated by the manufacturer at least once every three months and by experienced personnel on a daily basis. The calibration of the device shall be verified using hexane calibration gas at the beginning of each working day. In the event that inconsistent or erratic readings are experienced, or the PID becomes otherwise inoperable, all excavation activities will cease until it is repaired or replaced.

HAZ-MM-6: All monitoring shall be conducted by an environmental professional provided by Remdox or other equally qualified professional, and the monitoring of soil will occur at a distance no more than 3 inches above the soil surface using the PID. Monitoring shall be initially conducted at a minimum frequency of one reading every fifteen minutes. Upon detection of VOC contamination, monitoring shall be conducted at a minimum rate of one reading for every five cubic yards excavated. All readings shall be taken no later than three minutes after each load of soil is excavated. All monitoring shall be conducted by trained personnel who are proficient in the use of the PID. Written records of PID monitoring and calibrations shall be kept in a format approved by the SCAQMD. The certification on all records shall be signed and dated on the day the measurements are observed. Upon detection of VOC-contaminated soil (defined by PID readings 50 ppmV or greater), the SCAQMD shall be notified within 24 hours. The Soil Monitoring Program is required by SCAQMD but is also designed to provide a framework for segregating the soil planned for export into three categories: Significantly Impacted Soil, Lightly Impacted Soil, and Non-Impacted Soil.

HAZ-MM-7: Although not expected during this project, any VOC-contaminated soil greater 1000 ppmV shall be immediately stockpiled, covered with plastic sheeting and stored separately from non-VOC-contaminated soil. Once excavated, contaminated soil under these conditions will be considered contaminated at all times and will not be backfilled. A VOC contaminated stockpile shall not contain more than 500 cubic yards of soil.

HAZ-MM-8: If the PID measurement is greater than 50 ppmV, but less than 1000 ppmV, the affected work area and load of soil shall be sprayed with water to suppress vapors. The contaminated soil in stockpiles shall be covered with plastic sheeting and secured so that no portion of the contaminated soil is exposed to the atmosphere.

HAZ-MM-9: If the PID measurement is greater than 1000 ppmV, SCAQMD will be notified within one hour and the affected soil and working area shall be immediately sprayed with water. Contaminated soil once stockpiled and covered with plastic sheeting shall remain covered and undisturbed until removed from the site. In the unlikely event that any contaminated soils meet the criteria for designation as hazardous waste it will be disposed of according to the applicable SCAQMD and City regulations.

HAZ-MM-10: Any soil with readings greater than 50 ppmV via PID shall be considered potentially contaminated and placed in a separate stockpile from native soil that is not impacted. This material will require additional testing and separate disposal from the (highly unlikely) Significantly Impacted Soil and the (probably more voluminous) Non-Impacted Soil. Monitoring of the spoils during excavation using the PID is the primary mechanism for separation of the material into different piles that may not be comingled. Stockpiles may be expanded to a maximum of 500 cubic yards before disposal is required. Determining the fate and destination of the stockpiled soil will require sampling and profiling of the material as required by the waste-accepting facility. This will include laboratory testing for petroleum hydrocarbons, VOC, heavy metals, and other components at their discretion. Soil that passes the field screening and has less than 50 ppmV VOC will be considered Non-Impacted by the SCAQMD Rule 1166 standards, but still may be impacted enough to warrant discretionary disposal at an appropriate landfill. Because of the high sensitivity of chlorinated volatiles, Remdox recommends that all soils over 1 ppmV be contained in a separate pile from non-impacted soil.

TRA-MM-1: Unbundle Parking: Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces. The Project shall charge a minimum of $110 per month per parking space, separately from the monthly cost to rent the unit.

TRA-MM-2: Transit Subsidy: The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project shall provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents. The Project shall offer a minimum of $0.75 per day to eligible employees and residents of the Project. Eligibility shall be determined based on the employee or resident not parking a vehicle on-site.

TRA-MM-3: Voluntary Travel Behavior Change Program: This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. The Project shall assign staff to serve as the transportation management coordinator to inform Project residents and employees of available travel options.

PROJECT DESIGN FEATURES

ENERGY-PDF-1: The Project shall not include natural gas-fueled fireplaces in the proposed residential units.

ENERGY-PDF-2: The Project shall provide vehicle parking spaces that would be pre-wired and capable of accommodating EV charging stations in accordance with Ordinance No. 186,485.

ENERGY-PDF-3: Windows would be included in all living units and common spaces for natural daylight, reducing the need for overhead lighting impacting the need for electricity. High-performance dual-pane windows and exterior materials would be used in order to reduce the need for energy driven mechanical systems.

ENERGY-PDF-4: Active energy conservation strategies would include implementing LED lighting with daylighting controls and dimming capabilities, installing motion detector controls for all circulation and auxiliary spaces, providing Energy Star qualified appliances.

ENERGY-PDF-5: High-efficiency toilets with a flush volume of 1.0 gallon per flush, or less.

ENERGY-PDF-6: Showerheads with a flow rate of 1.5 gpm or less.

ENERGY-PDF-7: Residential bathroom faucets equipped with aerators to reduce flow to 1.0 gpm or less.

ENERGY-PDF-8: Drip/subsurface irrigation (micro-irrigation)

ENERGY-PDF-9: Micro-spray

ENERGY-PDF-10: Proper hydro-zoning/zoned irrigation (group plants with similar water requirements)

ENERGY-PDF-11: Drought-tolerant plants – 50 percent of total landscaping

GHG-PDF-1: The Project shall prohibit the use of natural gas-fueled fireplaces in the proposed live/work units.

GHG-PDF-2: The Project shall provide filtered outside air supply sufficient to meet American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) 62.1 standards.

GHG-PDF-3: Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in heating, cooling, and ventilation (HVAC) systems.

GHG-PDF-4: Use of adhesives, sealants, paints, finishes, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

GHG-PDF-5: Installation of a Low Impact Development (LID) compliant on-site stormwater treatment system, capable of treating the volume of stormwater runoff from a local 85^{th} percentile storm event.

GHG-PDF-6: Installation of pre-treatment stormwater infrastructure for the stormwater runoff tributary to the on-site stormwater treatment system.

GHG-PDF-7: During construction of the Project, best management practices (BMPs) would be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.

GHG-PDF-8: During operation, BMPs would be implemented to minimize pollutant loading in stormwater runoff.

GHG-PDF-9: Contractors would reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same methods where applicable.

GHG-PDF-10: Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.

GHG-PDF-11: Use of sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible.

GHG-PDF-12: 15 percent of the roof area shall be set aside for future solar panels

GHG-PDF-13: Waste diversion accounting shall be utilized.

GHG-PDF-14: Installation of a “cool roof” that reflects the sun’s heat and reduces urban heat island effect.

GHG-PDF-15: At least 50 percent of construction and demolition debris from Project construction would be diverted from landfills.

GHG-PDF-16: Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.

GHG-PDF-17: Use of locally (within 500 miles) manufactured construction materials and of building materials with recycled content, where possible.

GHG-PDF-18: Provision of EV charging stations in the parking structure in compliance with Ordinance No. 186,485

GHG-PDF-19: Provision of parking spaces that are capable of supporting future electric vehicle charging equipment in compliance with Ordinance No. 186,485.

GHG-PDF-20: Installation of Energy Star-labeled products and appliances, where appropriate.

GHG-PDF-21: Meeting or exceeding Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the 2016 Energy Efficiency Standards requirements. Examples of design methods and technologies that could be implemented may include but would not be limited to high-performance glazing on windows, appropriately-oriented shading devices, high-efficiency boilers (if single metered); instantaneous water heaters (if individual meters), and enhanced insulation to minimize thermal gain.

GHG-PDF-22: Application of energy-saving lighting technologies and components to reduce the Project's electrical usage profile. Examples of these components include occupancy-sensing controls (where applicable), use of light-emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and exterior lighting controlled by photo sensor and/or timeclocks to ensure safety and visibility while preventing unnecessary energy usage.

GHG-PDF-23: Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

GHG-PDF-24: Water conservation measures shall include:

- High-efficiency toilets (with flush volume of 1.06 gallons of water per flush or less) throughout, including ultra-low-flow urinals in all nonresidential restrooms, as appropriate.

- Residential lavatory faucets with a maximum flow rate of 1.2 gallons per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute.

- High-efficiency washers, whether within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less). Equipment is required to be Energy Star-certified.

- High-efficiency dishwasher within individual units, using 3.5 gallons per cycle or less. Equipment is required to be Energy Star-certified.

- No-flush or waterless urinals in all nonresidential restrooms as appropriate.

- Nonresidential lavatory faucets with a maximum flow rate of 0.4 gallon per minute and of a self-closing design (i.e., that would automatically turn off when not in use.

- Nonresidential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.

- Installation of tankless and on-demand water heaters in commercial kitchens and restrooms, where appropriate.

- Water-saving pool filter.

- Pool/spa recirculating filtration equipment.

- Pool splash troughs around the perimeter that drain back into the pool.

- Leak detection system for swimming pools and Jacuzzi.

- Minimum irrigation system distribution uniformity of 75 percent.

- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.

- Use of landscape contouring to minimize precipitation runoff.

- Use of landscape contouring to minimize precipitation runoff.

TRA-PDF-1: Reduce Parking Supply: This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel. The Project will provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required per LAMC prior to consideration of allowable adjustments).

TRA-PDF-2: Bicycle Infrastructure: These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations. The Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components.

TRA-PDF-3: Neighborhood Enhancement: Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections. The Project will include pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is proposed via adjacent streets. The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street and Sacramento Street adjacent to the site.

REGULATORY COMPLIANCE MEASURES

NOISE-RCM-1: All diesel-powered construction vehicles shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA.

NOISE-RCM-2: Temporary sound barriers capable of achieving a sound attenuation of at least 10 dBA shall be erected along the Project's boundaries.

CORRECTIVE MEASURES

TRA-CM-1: Transportation Demand Management (TDM) Plan

A preliminary TDM program shall be prepared and provided for DOT review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. The preliminary plan will include, at a minimum, measures consistent with the City's Trip Reduction Ordinance. As recommended by the transportation study, the TDM program could include, but is not limited to the following:

- An on-site Transportation Information Center (TIC) where employees, visitors, and residents can obtain information regarding public transit, ridesharing, vanpool providers, bicycle facilities, and bicycle safety;
- A Transportation Coordinator responsible for implementing, maintaining, and monitoring g the TDM program;

- If after coordination with LADOT it is determined that the project site is eligible, the project will provide space for an Integrated Mobility Hub with a bicycle share kiosk and/or parking spaces for car-share vehicles;
- Carpool/Rideshare Matching Program which would provide rideshare matching services and preferential parking for commercial employees commuting to work in employer-registered carpools;
- Transportation subsidy which would offer discount transit passes to residents and commercial employees who do not purchase monthly automobile parking in the project site;
- Unbundled parking from the commercial leasing cost and from the housing cost;
- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- Make a one-time fixed-fee contribution of $50,000 prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

TRA-CM-2: Transportation Management Organization (TMO)

Transportation Management Organization (TMO) In order to help alleviate current and future traffic congestion in the Arts District, the project proposes to fund a TMO. If an Arts District TMO will be established, the project proposes to fund the initiation of an Arts District TMO. Otherwise, if it is determined that FASTLinkDTLA can adequately serve the Arts District as well as the remainder of Downtown Los Angeles, the project proposes to fund the Arts District portion of the FASTLinkDTLA. The project agrees to the following:

- Commit funding up to $200,000 prior to the issuance of the first certificate of occupancy for the project to cover the launch of the Arts District TMO or the Arts District portion of FASTLinkDTLA;
- Provide up to $25,000 per year for nine additional years for annual dues as a charter member;
- Attend organizational meetings and prove traffic demand data to the TMO;
- Require commercial space tenants of all leases executed by the project as a landlord to participate in the TMO and that all subleases contain this same provision;

- Elect to provide some or all of the services required by this TDM Program through the TMO, in consultation with the City's Transportation Demand Program.

TRA-CM-3: Traffic Monitoring Plan for the TDM Program

In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to at least 80%. A traffic monitoring plan will consist of counting the number of automobiles coming from and going to the two project driveways during both AM and PM peak hours.

The monitoring program should be conducted annually to ensure compliance for a period of three years. If the project is found to not confirm to the trip reduction targets summarized in Attachment 4 of the LADOT Approval Letter, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will coordinate on implementing further TDM strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

Appendix A:

Air Quality and GHG CalEEMod Sheets

1024 Mateo Street 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
Industrial Park	16.96	1000sqft	1.29	16,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
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, 1024 Mateo Street Mixed-Use Project traffic impact analysis, March 2019

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.39	1.29
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.49	31.25

tblVehicleTrips	SU_TR	0.73	31.25
tblVehicleTrips	WD_TR	6.83	31.25

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	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Energy	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Mobile	1.4344	7.0824	22.3381	0.0701	5.3512	0.0784	5.4296	1.4323	0.0737	1.5061		7,110.8789	7,110.8789	0.3959		7,120.7752
Total	**1.8187**	**7.1299**	**22.3797**	**0.0704**	**5.3512**	**0.0820**	**5.4332**	**1.4323**	**0.0773**	**1.5097**		**7,167.7895**	**7,167.7895**	**0.3970**	**1.0400e-003**	**7,178.0242**

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	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Energy	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Mobile	1.4344	7.0824	22.3381	0.0701	5.3512	0.0784	5.4296	1.4323	0.0737	1.5061		7,110.8789	7,110.8789	0.3959		7,120.7752
Total	**1.8187**	**7.1299**	**22.3797**	**0.0704**	**5.3512**	**0.0820**	**5.4332**	**1.4323**	**0.0773**	**1.5097**		**7,167.7895**	**7,167.7895**	**0.3970**	**1.0400e-003**	**7,178.0242**

	ROG	NOx	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	1.4344	7.0824	22.3381	0.0701	5.3512	0.0784	5.4296	1.4323	0.0737	1.5061		7,110.8789	7,110.8789	0.3959		7,120.7752
Unmitigated	1.4344	7.0824	22.3381	0.0701	5.3512	0.0784	5.4296	1.4323	0.0737	1.5061		7,110.8789	7,110.8789	0.3959		7,120.7752

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	530.00	530.00	530.00	2,516,256	2,516,256
Total	530.00	530.00	530.00	2,516,256	2,516,256

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
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
NaturalGas Unmitigated	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451

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					
Industrial Park	483.708	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Total		**5.2200e-003**	**0.0474**	**0.0398**	**2.8000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**		**56.9069**	**56.9069**	**1.0900e-003**	**1.0400e-003**	**57.2451**

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					
Industrial Park	0.483708	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451

Total		**5.2200e-003**	**0.0474**	**0.0398**	**2.8000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**		**56.9069**	**56.9069**	**1.0900e-003**	**1.0400e-003**	**57.2451**

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	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Unmitigated	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003

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	0.0431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Total	**0.3791**	**2.0000e-005**	**1.7500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.7100e-003**	**3.7100e-003**	**1.0000e-005**		**3.9600e-003**

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	0.0431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Total	**0.3791**	**2.0000e-005**	**1.7500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.7100e-003**	**3.7100e-003**	**1.0000e-005**		**3.9600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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

1024 Mateo Street Existing - Los Angeles-South Coast County, Annual

1024 Mateo Street 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
Industrial Park	16.96	1000sqft	1.29	16,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
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, 1024 Mateo Street Mixed-Use Project traffic impact analysis, March 2019

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.39	1.29
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.49	31.25

tblVehicleTrips	SU_TR	0.73	31.25
tblVehicleTrips	WD_TR	6.83	31.25

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	0.0692	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.2000e-004	4.2000e-004	0.0000	0.0000	4.5000e-004
Energy	9.5000e-004	8.6500e-003	7.2700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	132.1260	132.1260	3.0800e-003	7.7000e-004	132.4331
Mobile	0.2498	1.3613	3.8892	0.0123	0.9551	0.0143	0.9694	0.2561	0.0134	0.2695	0.0000	1,132.3813	1,132.3813	0.0646	0.0000	1,133.9953
Waste						0.0000	0.0000		0.0000	0.0000	4.2689	0.0000	4.2689	0.2523	0.0000	10.5760
Water						0.0000	0.0000		0.0000	0.0000	1.2443	28.4431	29.6874	0.1285	3.1600e-003	33.8398
Total	**0.3200**	**1.3700**	**3.8967**	**0.0124**	**0.9551**	**0.0149**	**0.9701**	**0.2561**	**0.0141**	**0.2702**	**5.5132**	**1,292.9508**	**1,298.4640**	**0.4484**	**3.9300e-003**	**1,310.8447**

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	0.0692	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.2000e-004	4.2000e-004	0.0000	0.0000	4.5000e-004
Energy	9.5000e-004	8.6500e-003	7.2700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	132.1260	132.1260	3.0800e-003	7.7000e-004	132.4331

Mobile	0.2498	1.3613	3.8892	0.0123	0.9551	0.0143	0.9694	0.2561	0.0134	0.2695	0.0000	1,132.3813	1,132.3813	0.0646	0.0000	1,133.9953
Waste						0.0000	0.0000		0.0000	0.0000	4.2689	0.0000	4.2689	0.2523	0.0000	10.5760
Water						0.0000	0.0000		0.0000	0.0000	1.2443	28.4431	29.6874	0.1285	3.1600e-003	33.8398
Total	**0.3200**	**1.3700**	**3.8967**	**0.0124**	**0.9551**	**0.0149**	**0.9701**	**0.2561**	**0.0141**	**0.2702**	**5.5132**	**1,292.9508**	**1,298.4640**	**0.4484**	**3.9300e-003**	**1,310.8447**

	ROG	NOx	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	0.2498	1.3613	3.8892	0.0123	0.9551	0.0143	0.9694	0.2561	0.0134	0.2695	0.0000	1,132.3813	1,132.3813	0.0646	0.0000	1,133.9953
Unmitigated	0.2498	1.3613	3.8892	0.0123	0.9551	0.0143	0.9694	0.2561	0.0134	0.2695	0.0000	1,132.3813	1,132.3813	0.0646	0.0000	1,133.9953

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	530.00	530.00	530.00	2,516,256	2,516,256
Total	530.00	530.00	530.00	2,516,256	2,516,256

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
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	122.7044	122.7044	2.9000e-003	6.0000e-004	122.9556
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	122.7044	122.7044	2.9000e-003	6.0000e-004	122.9556
NaturalGas Mitigated	9.5000e-004	8.6500e-003	7.2700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4216	9.4216	1.8000e-004	1.7000e-004	9.4776
NaturalGas Unmitigated	9.5000e-004	8.6500e-003	7.2700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4216	9.4216	1.8000e-004	1.7000e-004	9.4776

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					
Industrial Park	176554	9.5000e-004	8.6500e-003	7.2700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4216	9.4216	1.8000e-004	1.7000e-004	9.4776
Total		**9.5000e-004**	**8.6500e-003**	**7.2700e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**9.4216**	**9.4216**	**1.8000e-004**	**1.7000e-004**	**9.4776**

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					
Industrial Park	176554	9.5000e-004	8.6500e-003	7.2700e-003	5.0000e-005		6.6000e-004	6.6000e-004		6.6000e-004	6.6000e-004	0.0000	9.4216	9.4216	1.8000e-004	1.7000e-004	9.4776
Total		**9.5000e-004**	**8.6500e-003**	**7.2700e-003**	**5.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.6000e-004**	**6.6000e-004**	**0.0000**	**9.4216**	**9.4216**	**1.8000e-004**	**1.7000e-004**	**9.4776**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Industrial Park	220310	122.7044	2.9000e-003	6.0000e-004	122.9556
Total		**122.7044**	**2.9000e-003**	**6.0000e-004**	**122.9556**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
Industrial Park	220310	122.7044	2.9000e-003	6.0000e-004	122.9556
Total		**122.7044**	**2.9000e-003**	**6.0000e-004**	**122.9556**

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	0.0692	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.2000e-004	4.2000e-004	0.0000	0.0000	4.5000e-004
Unmitigated	0.0692	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.2000e-004	4.2000e-004	0.0000	0.0000	4.5000e-004

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	7.8600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Consumer Products	0.0613					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.2000e-004	4.2000e-004	0.0000	0.0000	4.5000e-004
Total	**0.0692**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.2000e-004**	**4.2000e-004**	**0.0000**	**0.0000**	**4.5000e-004**

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	7.8600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0613					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	4.2000e-004	4.2000e-004	0.0000	0.0000	4.5000e-004
Total	**0.0692**	**0.0000**	**2.2000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**4.2000e-004**	**4.2000e-004**	**0.0000**	**0.0000**	**4.5000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	29.6874	0.1285	3.1600e-003	33.8398
Unmitigated	29.6874	0.1285	3.1600e-003	33.8398

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	3.922 / 0	29.6874	0.1285	3.1600e-003	33.8398
Total		**29.6874**	**0.1285**	**3.1600e-003**	**33.8398**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Industrial Park	3.922 / 0	29.6874	0.1285	3.1600e-003	33.8398
Total		**29.6874**	**0.1285**	**3.1600e-003**	**33.8398**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.2689	0.2523	0.0000	10.5760
Unmitigated	4.2689	0.2523	0.0000	10.5760

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Industrial Park	21.03	4.2689	0.2523	0.0000	10.5760
Total		**4.2689**	**0.2523**	**0.0000**	**10.5760**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Industrial Park	21.03	4.2689	0.2523	0.0000	10.5760
Total		**4.2689**	**0.2523**	**0.0000**	**10.5760**

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

1024 Mateo Street 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
Industrial Park	16.96	1000sqft	1.29	16,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2019
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, 1024 Mateo Street Mixed-Use Project traffic impact analysis, March 2019

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	0.39	1.29
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	PB_TP	2.00	0.00
tblVehicleTrips	PR_TP	79.00	100.00
tblVehicleTrips	ST_TR	2.49	31.25

tblVehicleTrips	SU_TR	0.73	31.25
tblVehicleTrips	WD_TR	6.83	31.25

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	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Energy	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Mobile	1.3985	7.3372	21.0079	0.0667	5.3512	0.0788	5.4299	1.4323	0.0741	1.5064		6,767.4564	6,767.4564	0.3912		6,777.2351
Total	**1.7828**	**7.3846**	**21.0495**	**0.0669**	**5.3512**	**0.0824**	**5.4336**	**1.4323**	**0.0777**	**1.5100**		**6,824.3670**	**6,824.3670**	**0.3923**	**1.0400e-003**	**6,834.4841**

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	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Energy	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Mobile	1.3985	7.3372	21.0079	0.0667	5.3512	0.0788	5.4299	1.4323	0.0741	1.5064		6,767.4564	6,767.4564	0.3912		6,777.2351
Total	**1.7828**	**7.3846**	**21.0495**	**0.0669**	**5.3512**	**0.0824**	**5.4336**	**1.4323**	**0.0777**	**1.5100**		**6,824.3670**	**6,824.3670**	**0.3923**	**1.0400e-003**	**6,834.4841**

	ROG	NOx	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	1.3985	7.3372	21.0079	0.0667	5.3512	0.0788	5.4299	1.4323	0.0741	1.5064		6,767.4564	6,767.4564	0.3912		6,777.2351
Unmitigated	1.3985	7.3372	21.0079	0.0667	5.3512	0.0788	5.4299	1.4323	0.0741	1.5064		6,767.4564	6,767.4564	0.3912		6,777.2351

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Industrial Park	530.00	530.00	530.00	2,516,256	2,516,256
Total	530.00	530.00	530.00	2,516,256	2,516,256

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
Industrial Park	16.60	8.40	6.90	59.00	28.00	13.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Industrial Park	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

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	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
NaturalGas Unmitigated	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451

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					
Industrial Park	483.708	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Total		**5.2200e-003**	**0.0474**	**0.0398**	**2.8000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**		**56.9069**	**56.9069**	**1.0900e-003**	**1.0400e-003**	**57.2451**

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					
Industrial Park	0.483708	5.2200e-003	0.0474	0.0398	2.8000e-004		3.6000e-003	3.6000e-003		3.6000e-003	3.6000e-003		56.9069	56.9069	1.0900e-003	1.0400e-003	57.2451
Total		**5.2200e-003**	**0.0474**	**0.0398**	**2.8000e-004**		**3.6000e-003**	**3.6000e-003**		**3.6000e-003**	**3.6000e-003**		**56.9069**	**56.9069**	**1.0900e-003**	**1.0400e-003**	**57.2451**

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	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Unmitigated	0.3791	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003

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	0.0431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Total	**0.3791**	**2.0000e-005**	**1.7500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.7100e-003**	**3.7100e-003**	**1.0000e-005**		**3.9600e-003**

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	0.0431					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.7100e-003	3.7100e-003	1.0000e-005		3.9600e-003
Total	**0.3791**	**2.0000e-005**	**1.7500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.7100e-003**	**3.7100e-003**	**1.0000e-005**		**3.9600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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

1024 Mateo Street Future - Los Angeles-South Coast County, Summer

1024 Mateo Street 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
Apartments Mid Rise	106.00	Dwelling Unit	0.60	123,225.00	303
General Office Building	94.99	1000sqft	0.50	94,990.00	0
High Turnover (Sit Down Restaurant)	13.13	1000sqft	0.09	13,126.00	0
Strip Mall	13.98	1000sqft	0.09	13,979.00	0
Enclosed Parking with Elevator	402.00	Space	0.00	160,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
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

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Grading - Developer information

Demolition - 1,142 tons from building A, 545 tons from Building B

Trips and VMT - Assumes 10CY per haul truck, 17 miles to Puente Hills landfill

Vehicle Trips - LLG Traffic Study, March 2019

Woodstoves - Consultant assumptions

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	21.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	4.00	66.00
tblConstructionPhase	NumDays	200.00	442.00
tblConstructionPhase	NumDays	10.00	68.00

tblFireplaces	NumberGas	90.10	0.00
tblFireplaces	NumberNoFireplace	10.60	106.00
tblFireplaces	NumberWood	5.30	0.00
tblGrading	AcresOfGrading	24.75	1.29
tblGrading	MaterialExported	0.00	38,985.00
tblLandUse	LandUseSquareFeet	106,000.00	123,225.00
tblLandUse	LotAcreage	2.79	0.60
tblLandUse	LotAcreage	2.18	0.50
tblLandUse	LotAcreage	0.30	0.09
tblLandUse	LotAcreage	0.32	0.09
tblLandUse	LotAcreage	3.62	0.00
tblOffRoadEquipment	HorsePower	168.00	88.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.42
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tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.46	0.46
tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.46	0.46
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.38	0.38
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tblOffRoadEquipment	LoadFactor	0.36	0.36
tblOffRoadEquipment	LoadFactor	0.46	0.46
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.31	0.31

tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.20	0.20
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	LoadFactor	0.40	0.34
tblOffRoadEquipment	LoadFactor	0.40	0.40
tblOffRoadEquipment	LoadFactor	0.46	0.46
tblOffRoadEquipment	LoadFactor	0.37	0.37
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.20	0.20
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment

tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Pressure Washers
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Pressure Washers
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
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tblOffRoadEquipment	UsageHours	7.00	8.00
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tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripLength	20.00	17.00
tblTripsAndVMT	HaulingTripLength	20.00	17.00
tblTripsAndVMT	HaulingTripNumber	4,873.00	3,899.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	58.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	103.00	20.00
tblTripsAndVMT	WorkerTripNumber	18.00	12.00
tblTripsAndVMT	WorkerTripNumber	65.00	20.00
tblTripsAndVMT	WorkerTripNumber	184.00	300.00
tblTripsAndVMT	WorkerTripNumber	37.00	32.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TTP	40.60	41.00
tblVehicleTrips	HS_TTP	19.20	19.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	PB_TP	3.00	0.00

tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
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tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	5.56
tblVehicleTrips	ST_TR	2.46	7.40
tblVehicleTrips	ST_TR	158.37	68.07
tblVehicleTrips	ST_TR	42.04	14.35
tblVehicleTrips	SU_TR	5.86	5.56
tblVehicleTrips	SU_TR	1.05	7.40
tblVehicleTrips	SU_TR	131.84	68.07
tblVehicleTrips	SU_TR	20.43	14.35
tblVehicleTrips	WD_TR	6.65	5.56
tblVehicleTrips	WD_TR	11.03	7.40
tblVehicleTrips	WD_TR	127.15	68.07
tblVehicleTrips	WD_TR	44.32	14.35
tblWoodstoves	NumberCatalytic	5.30	0.00
tblWoodstoves	NumberNoncatalytic	5.30	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					
2020	10.9037	105.0558	84.7362	0.1541	5.9465	5.3220	8.1603	2.9930	5.0257	5.3644	0.0000	14,788.388 6	14,788.388 6	3.3982	0.0000	14,873.342 6
2021	7.2139	55.7952	65.4725	0.1229	3.4173	2.9076	6.3249	0.9077	2.7480	3.6557	0.0000	11,815.259 8	11,815.259 8	1.9721	0.0000	11,864.561 4
2022	36.8753	63.4992	79.7648	0.1485	3.7878	3.2323	7.0201	1.0063	3.0577	4.0640	0.0000	14,259.724 6	14,259.724 6	2.4502	0.0000	14,320.978 7
Maximum	**36.8753**	**105.0558**	**84.7362**	**0.1541**	**5.9465**	**5.3220**	**8.1603**	**2.9930**	**5.0257**	**5.3644**	**0.0000**	**14,788.388 6**	**14,788.388 6**	**3.3982**	**0.0000**	**14,873.342 6**

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					
2020	4.4004	76.9202	94.1441	0.1541	2.4214	4.1625	4.9782	1.1302	4.1068	4.2575	0.0000	14,788.388 6	14,788.388 6	3.3982	0.0000	14,873.342 6
2021	3.3589	42.9156	68.9932	0.1229	2.0553	2.4934	4.5488	0.5734	2.4852	3.0586	0.0000	11,815.259 8	11,815.259 8	1.9721	0.0000	11,864.561 4
2022	32.5344	53.2334	84.6453	0.1485	2.2786	3.0772	5.3558	0.6358	3.0700	3.7058	0.0000	14,259.724 6	14,259.724 6	2.4502	0.0000	14,320.978 7
Maximum	**32.5344**	**76.9202**	**94.1441**	**0.1541**	**2.4214**	**4.1625**	**5.3558**	**1.1302**	**4.1068**	**4.2575**	**0.0000**	**14,788.388 6**	**14,788.388 6**	**3.3982**	**0.0000**	**14,873.342 6**

	ROG	**NOx**	**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	**26.73**	**22.86**	**-7.74**	**0.00**	**48.64**	**15.08**	**30.79**	**52.32**	**10.80**	**15.76**	**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	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486
Energy	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269
Mobile	4.4088	21.2527	61.3229	0.2241	18.2740	0.1803	18.4544	4.8904	0.1682	5.0587		22,805.1909	22,805.1909	1.1350		22,833.5654
Total	**10.2743**	**22.6862**	**71.1477**	**0.2327**	**18.2740**	**0.3313**	**18.6053**	**4.8904**	**0.3192**	**5.2097**	**0.0000**	**24,438.3682**	**24,438.3682**	**1.1815**	**0.0297**	**24,476.7408**

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	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486
Energy	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269
Mobile	4.4088	21.2527	61.3229	0.2241	18.2740	0.1803	18.4544	4.8904	0.1682	5.0587		22,805.1909	22,805.1909	1.1350		22,833.5654
Total	**10.2743**	**22.6862**	**71.1477**	**0.2327**	**18.2740**	**0.3313**	**18.6053**	**4.8904**	**0.3192**	**5.2097**	**0.0000**	**24,438.3682**	**24,438.3682**	**1.1815**	**0.0297**	**24,476.7408**

	ROG	**NOx**	**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	6/1/2020	6/30/2020	5	22	
2	Site Preparation	Site Preparation	7/1/2020	7/7/2020	5	5	

3	Grading	Grading	7/8/2020	10/7/2020	5	66	
4	Building Construction	Building Construction	10/8/2020	6/17/2022	5	442	
5	Architectural Coating	Architectural Coating	3/16/2022	6/17/2022	5	68	

Acres of Grading (Site Preparation Phase): 2.5

Acres of Grading (Grading Phase): 1.29

Acres of Paving: 0

Residential Indoor: 249,531; Residential Outdoor: 83,177; Non-Residential Indoor: 183,143; Non-Residential Outdoor: 61,048; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	4	8.00	78	0.48
Demolition	Concrete/Industrial Saws	2	6.00	81	0.73
Demolition	Crawler Tractors	2	6.00	212	0.43
Demolition	Crushing/Proc. Equipment	1	6.00	85	0.78
Demolition	Dumpers/Tenders	10	6.00	16	0.38
Demolition	Excavators	2	8.00	158	0.38
Demolition	Generator Sets	2	8.00	84	0.74
Demolition	Other Construction Equipment	5	8.00	172	0.42
Demolition	Other Material Handling Equipment	2	6.00	168	0.40
Demolition	Rough Terrain Forklifts	2	6.00	100	0.40
Demolition	Rubber Tired Loaders	2	6.00	203	0.36
Demolition	Signal Boards	2	6.00	6	0.82
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Rubber Tired Loaders	2	8.00	203	0.36
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	10	6.00	16	0.38
Grading	Excavators	2	8.00	158	0.38

Grading	Other Construction Equipment		2	8.00	172	0.42
Grading	Rough Terrain Forklifts		2	6.00	100	0.40
Grading	Rubber Tired Loaders		2	6.00	203	0.36
Grading	Signal Boards		2	8.00	6	0.82
Grading	Sweepers/Scrubbers		1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Aerial Lifts		1	8.00	63	0.31
Building Construction	Air Compressors		2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers		2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws		1	6.00	81	0.73
Building Construction	Cranes		1	8.00	231	0.29
Building Construction	Dumpers/Tenders		1	8.00	16	0.38
Building Construction	Forklifts		1	8.00	89	0.20
Building Construction	Generator Sets		2	8.00	84	0.74
Building Construction	Other Construction Equipment		6	6.00	172	0.42
Building Construction	Other Material Handling Equipment		1	6.00	88	0.34
Building Construction	Pressure Washers		1	6.00	13	0.30
Building Construction	Rough Terrain Forklifts		1	8.00	100	0.40
Building Construction	Signal Boards		2	8.00	6	0.82
Building Construction	Sweepers/Scrubbers		1	6.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Trenchers		1	6.00	78	0.50
Building Construction	Welders		2	6.00	46	0.45
Architectural Coating	Air Compressors		2	8.00	78	0.48
Architectural Coating	Forklifts		1	8.00	89	0.20
Architectural Coating	Other Construction Equipment		2	8.00	172	0.42
Architectural Coating	Pressure Washers		2	8.00	13	0.30
Grading	Graders		1	6.00	187	0.41
Site Preparation	Graders		1	8.00	187	0.41
Demolition	Rubber Tired Dozers		1	8.00	247	0.40

Grading	Rubber Tired Dozers		1	6.00	247	0.40
Site Preparation	Rubber Tired Dozers		1	7.00	247	0.40
Demolition	Tractors/Loaders/Backhoes		3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	41	20.00	0.00	167.00	14.70	6.90	17.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	12.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	26	20.00	2.00	3,899.00	14.70	6.90	17.00	LD_Mix	HDT_Mix	HHDT
Building Construction	28	300.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	32.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

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					1.6409	0.0000	1.6409	0.2485	0.0000	0.2485			0.0000			0.0000
Off-Road	10.7534	103.0255	83.4357	0.1466		5.3141	5.3141		5.0183	5.0183		13,987.831 5	13,987.831 5	3.3513		14,071.613 7
Total	**10.7534**	**103.0255**	**83.4357**	**0.1466**	**1.6409**	**5.3141**	**6.9550**	**0.2485**	**5.0183**	**5.2667**		**13,987.831 5**	**13,987.831 5**	**3.3513**		**14,071.613 7**

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	0.0583	1.9648	0.4248	5.2200e-003	0.1128	5.9700e-003	0.1188	0.0309	5.7100e-003	0.0366		565.3345	565.3345	0.0395		566.3210
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	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.1503**	**2.0303**	**1.3005**	**7.5800e-003**	**0.3364**	**7.8400e-003**	**0.3442**	**0.0902**	**7.4300e-003**	**0.0977**		**800.5571**	**800.5571**	**0.0469**		**801.7289**

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					0.6080	0.0000	0.6080	0.0921	0.0000	0.0921			0.0000			0.0000
Off-Road	4.2500	74.8899	92.8436	0.1466		4.1546	4.1546		4.0994	4.0994	0.0000	13,987.8315	13,987.8315	3.3513		14,071.6137
Total	**4.2500**	**74.8899**	**92.8436**	**0.1466**	**0.6080**	**4.1546**	**4.7626**	**0.0921**	**4.0994**	**4.1914**	**0.0000**	**13,987.8315**	**13,987.8315**	**3.3513**		**14,071.6137**

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	0.0583	1.9648	0.4248	5.2200e-003	0.0736	5.9700e-003	0.0796	0.0213	5.7100e-003	0.0270		565.3345	565.3345	0.0395		566.3210
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	0.0920	0.0655	0.8757	2.3600e-003	0.1342	1.8700e-003	0.1360	0.0373	1.7200e-003	0.0391		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.1503**	**2.0303**	**1.3005**	**7.5800e-003**	**0.2078**	**7.8400e-003**	**0.2156**	**0.0586**	**7.4300e-003**	**0.0661**		**800.5571**	**800.5571**	**0.0469**		**801.7289**

3.3 Site Preparation - 2020

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					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.8570	31.6027	15.2261	0.0354		1.4324	1.4324		1.3178	1.3178		3,425.9348	3,425.9348	1.1080		3,453.6353
Total	**2.8570**	**31.6027**	**15.2261**	**0.0354**	**5.7996**	**1.4324**	**7.2320**	**2.9537**	**1.3178**	**4.2715**		**3,425.9348**	**3,425.9348**	**1.1080**		**3,453.6353**

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	7.1100e-003	0.2127	0.0557	5.2000e-004	0.0128	1.0000e-003	0.0138	3.6900e-003	9.6000e-004	4.6400e-003		55.4049	55.4049	3.3800e-003		55.4895

Worker	0.0552	0.0393	0.5254	1.4200e-003	0.1341	1.1200e-003	0.1353	0.0356	1.0300e-003	0.0366		141.1335	141.1335	4.4500e-003		141.2448
Total	**0.0623**	**0.2520**	**0.5812**	**1.9400e-003**	**0.1469**	**2.1200e-003**	**0.1491**	**0.0393**	**1.9900e-003**	**0.0413**		**196.5385**	**196.5385**	**7.8300e-003**		**196.7343**

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					2.1487	0.0000	2.1487	1.0944	0.0000	1.0944			0.0000			0.0000
Off-Road	2.0347	27.3666	18.6912	0.0354		1.2645	1.2645		1.2022	1.2022	0.0000	3,425.9348	3,425.9348	1.1080		3,453.6353
Total	**2.0347**	**27.3666**	**18.6912**	**0.0354**	**2.1487**	**1.2645**	**3.4132**	**1.0944**	**1.2022**	**2.2966**	**0.0000**	**3,425.9348**	**3,425.9348**	**1.1080**		**3,453.6353**

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	7.1100e-003	0.2127	0.0557	5.2000e-004	8.6100e-003	1.0000e-003	9.6100e-003	2.6600e-003	9.6000e-004	3.6100e-003		55.4049	55.4049	3.3800e-003		55.4895
Worker	0.0552	0.0393	0.5254	1.4200e-003	0.0805	1.1200e-003	0.0816	0.0224	1.0300e-003	0.0234		141.1335	141.1335	4.4500e-003		141.2448
Total	**0.0623**	**0.2520**	**0.5812**	**1.9400e-003**	**0.0891**	**2.1200e-003**	**0.0912**	**0.0251**	**1.9900e-003**	**0.0271**		**196.5385**	**196.5385**	**7.8300e-003**		**196.7343**

3.4 Grading - 2020

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					4.6041	0.0000	4.6041	2.4950	0.0000	2.4950			0.0000			0.0000
Off-Road	5.0305	51.9557	36.1932	0.0738		2.3923	2.3923		2.2138	2.2138		7,020.5328	7,020.5328	2.1502		7,074.2869
Total	**5.0305**	**51.9557**	**36.1932**	**0.0738**	**4.6041**	**2.3923**	**6.9964**	**2.4950**	**2.2138**	**4.7088**		**7,020.5328**	**7,020.5328**	**2.1502**		**7,074.2869**

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	0.4536	15.2910	3.3059	0.0406	0.8782	0.0465	0.9246	0.2407	0.0445	0.2852		4,399.6791	4,399.6791	0.3071		4,407.3561
Vendor	7.1100e-003	0.2127	0.0557	5.2000e-004	0.0128	1.0000e-003	0.0138	3.6900e-003	9.6000e-004	4.6400e-003		55.4049	55.4049	3.3800e-003		55.4895
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.5527**	**15.5693**	**4.2373**	**0.0435**	**1.1145**	**0.0493**	**1.1639**	**0.3037**	**0.0471**	**0.3508**		**4,690.3066**	**4,690.3066**	**0.3179**		**4,698.2535**

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					1.7058	0.0000	1.7058	0.9244	0.0000	0.9244			0.0000			0.0000
Off-Road	2.6236	41.1092	42.2648	0.0738		1.9848	1.9848		1.9321	1.9321	0.0000	7,020.5328	7,020.5328	2.1502		7,074.2869
Total	**2.6236**	**41.1092**	**42.2648**	**0.0738**	**1.7058**	**1.9848**	**3.6906**	**0.9244**	**1.9321**	**2.8565**	**0.0000**	**7,020.5328**	**7,020.5328**	**2.1502**		**7,074.2869**

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	0.4536	15.2910	3.3059	0.0406	0.5728	0.0465	0.6192	0.1658	0.0445	0.2102		4,399.6791	4,399.6791	0.3071		4,407.3561
Vendor	7.1100e-003	0.2127	0.0557	5.2000e-004	8.6100e-003	1.0000e-003	9.6100e-003	2.6600e-003	9.6000e-004	3.6100e-003		55.4049	55.4049	3.3800e-003		55.4895
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.1342	1.8700e-003	0.1360	0.0373	1.7200e-003	0.0391		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.5527**	**15.5693**	**4.2373**	**0.0435**	**0.7155**	**0.0493**	**0.7649**	**0.2058**	**0.0471**	**0.2529**		**4,690.3066**	**4,690.3066**	**0.3179**		**4,698.2535**

3.5 Building Construction - 2020

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	6.6332	60.8063	53.8250	0.0860		3.3785	3.3785		3.1924	3.1924		8,124.9302	8,124.9302	1.8765		8,171.8437
Total	**6.6332**	**60.8063**	**53.8250**	**0.0860**		**3.3785**	**3.3785**		**3.1924**	**3.1924**		**8,124.9302**	**8,124.9302**	**1.8765**		**8,171.8437**

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	0.0356	1.0637	0.2787	2.5900e-003	0.0640	5.0100e-003	0.0690	0.0184	4.7900e-003	0.0232		277.0247	277.0247	0.0169		277.4473
Worker	1.3806	0.9822	13.1353	0.0354	3.3533	0.0280	3.3813	0.8893	0.0258	0.9151		3,528.3386	3,528.3386	0.1112		3,531.1196
Total	**1.4162**	**2.0459**	**13.4141**	**0.0380**	**3.4173**	**0.0330**	**3.4504**	**0.9077**	**0.0306**	**0.9384**		**3,805.3633**	**3,805.3633**	**0.1281**		**3,808.5670**

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	2.0576	41.2026	56.6693	0.0860		2.4788	2.4788		2.4716	2.4716	0.0000	8,124.9302	8,124.9302	1.8765		8,171.8437
Total	**2.0576**	**41.2026**	**56.6693**	**0.0860**		**2.4788**	**2.4788**		**2.4716**	**2.4716**	**0.0000**	**8,124.9302**	**8,124.9302**	**1.8765**		**8,171.8437**

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	0.0356	1.0637	0.2787	2.5900e-003	0.0430	5.0100e-003	0.0480	0.0133	4.7900e-003	0.0181		277.0247	277.0247	0.0169		277.4473
Worker	1.3806	0.9822	13.1353	0.0354	2.0123	0.0280	2.0403	0.5602	0.0258	0.5860		3,528.3386	3,528.3386	0.1112		3,531.1196
Total	**1.4162**	**2.0459**	**13.4141**	**0.0380**	**2.0553**	**0.0330**	**2.0884**	**0.5734**	**0.0306**	**0.6041**		**3,805.3633**	**3,805.3633**	**0.1281**		**3,808.5670**

3.5 Building Construction - 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					
Off-Road	5.8976	53.9404	53.1354	0.0861		2.8785	2.8785		2.7211	2.7211		8,124.0696	8,124.0696	1.8552		8,170.4498
Total	**5.8976**	**53.9404**	**53.1354**	**0.0861**		**2.8785**	**2.8785**		**2.7211**	**2.7211**		**8,124.0696**	**8,124.0696**	**1.8552**		**8,170.4498**

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	0.0304	0.9709	0.2538	2.5700e-003	0.0640	1.9900e-003	0.0660	0.0184	1.9000e-003	0.0203		274.8806	274.8806	0.0162		275.2855
Worker	1.2860	0.8839	12.0832	0.0343	3.3533	0.0271	3.3804	0.8893	0.0250	0.9143		3,416.3096	3,416.3096	0.1007		3,418.8261

Total	**1.3164**	**1.8548**	**12.3370**	**0.0369**	**3.4173**	**0.0291**	**3.4464**	**0.9077**	**0.0269**	**0.9346**		**3,691.1902**	**3,691.1902**	**0.1169**		**3,694.1116**

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	2.0426	41.0608	56.6561	0.0861		2.4644	2.4644		2.4583	2.4583	0.0000	8,124.0696	8,124.0696	1.8552		8,170.4498
Total	**2.0426**	**41.0608**	**56.6561**	**0.0861**		**2.4644**	**2.4644**		**2.4583**	**2.4583**	**0.0000**	**8,124.0696**	**8,124.0696**	**1.8552**		**8,170.4498**

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	0.0304	0.9709	0.2538	2.5700e-003	0.0430	1.9900e-003	0.0450	0.0133	1.9000e-003	0.0152		274.8806	274.8806	0.0162		275.2855
Worker	1.2860	0.8839	12.0832	0.0343	2.0123	0.0271	2.0394	0.5602	0.0250	0.5851		3,416.3096	3,416.3096	0.1007		3,418.8261
Total	**1.3164**	**1.8548**	**12.3370**	**0.0369**	**2.0553**	**0.0291**	**2.0844**	**0.5734**	**0.0269**	**0.6003**		**3,691.1902**	**3,691.1902**	**0.1169**		**3,694.1116**

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	5.3774	48.5409	52.7070	0.0861		2.4927	2.4927		2.3576	2.3576		8,123.9813	8,123.9813	1.8433		8,170.0626
Total	**5.3774**	**48.5409**	**52.7070**	**0.0861**		**2.4927**	**2.4927**		**2.3576**	**2.3576**		**8,123.9813**	**8,123.9813**	**1.8433**		**8,170.0626**

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	0.0285	0.9233	0.2402	2.5500e-003	0.0640	1.7400e-003	0.0658	0.0184	1.6600e-003	0.0201		272.4859	272.4859	0.0156		272.8768
Worker	1.2046	0.7984	11.1481	0.0331	3.3533	0.0263	3.3795	0.8893	0.0242	0.9135		3,296.1370	3,296.1370	0.0910		3,298.4113
Total	**1.2331**	**1.7217**	**11.3882**	**0.0356**	**3.4173**	**0.0280**	**3.4453**	**0.9077**	**0.0258**	**0.9336**		**3,568.6228**	**3,568.6228**	**0.1066**		**3,571.2881**

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	2.0273	40.9117	56.6410	0.0861		2.4497	2.4497		2.4448	2.4448	0.0000	8,123.9813	8,123.9813	1.8433		8,170.0626
Total	**2.0273**	**40.9117**	**56.6410**	**0.0861**		**2.4497**	**2.4497**		**2.4448**	**2.4448**	**0.0000**	**8,123.9813**	**8,123.9813**	**1.8433**		**8,170.0626**

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	0.0285	0.9233	0.2402	2.5500e-003	0.0430	1.7400e-003	0.0448	0.0133	1.6600e-003	0.0149		272.4859	272.4859	0.0156		272.8768
Worker	1.2046	0.7984	11.1481	0.0331	2.0123	0.0263	2.0385	0.5602	0.0242	0.5843		3,296.1370	3,296.1370	0.0910		3,298.4113
Total	**1.2331**	**1.7217**	**11.3882**	**0.0356**	**2.0553**	**0.0280**	**2.0833**	**0.5734**	**0.0258**	**0.5993**		**3,568.6228**	**3,568.6228**	**0.1066**		**3,571.2881**

3.6 Architectural Coating - 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					
Archit. Coating	28.6411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.4894	12.9667	14.4323	0.0228		0.7085	0.7085		0.6713	0.6713		2,161.0353	2,161.0353	0.4875		2,173.2221
Total	**30.1305**	**12.9667**	**14.4323**	**0.0228**		**0.7085**	**0.7085**		**0.6713**	**0.6713**		**2,161.0353**	**2,161.0353**	**0.4875**		**2,173.2221**

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	5.7100e-003	0.1847	0.0480	5.1000e-004	0.0128	3.5000e-004	0.0132	3.6900e-003	3.3000e-004	4.0200e-003		54.4972	54.4972	3.1300e-003		54.5754
Worker	0.1285	0.0852	1.1891	3.5300e-003	0.3577	2.8000e-003	0.3605	0.0949	2.5800e-003	0.0974		351.5879	351.5879	9.7000e-003		351.8305
Total	**0.1342**	**0.2698**	**1.2372**	**4.0400e-003**	**0.3705**	**3.1500e-003**	**0.3736**	**0.0986**	**2.9100e-003**	**0.1015**		**406.0851**	**406.0851**	**0.0128**		**406.4059**

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	28.6411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4988	10.3302	15.3789	0.0228		0.5964	0.5964		0.5964	0.5964	0.0000	2,161.0353	2,161.0353	0.4875		2,173.2221
Total	**29.1399**	**10.3302**	**15.3789**	**0.0228**		**0.5964**	**0.5964**		**0.5964**	**0.5964**	**0.0000**	**2,161.0353**	**2,161.0353**	**0.4875**		**2,173.2221**

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	5.7100e-003	0.1847	0.0480	5.1000e-004	8.6100e-003	3.5000e-004	8.9600e-003	2.6600e-003	3.3000e-004	2.9900e-003		54.4972	54.4972	3.1300e-003		54.5754
Worker	0.1285	0.0852	1.1891	3.5300e-003	0.2146	2.8000e-003	0.2174	0.0598	2.5800e-003	0.0623		351.5879	351.5879	9.7000e-003		351.8305
Total	**0.1342**	**0.2698**	**1.2372**	**4.0400e-003**	**0.2233**	**3.1500e-003**	**0.2264**	**0.0624**	**2.9100e-003**	**0.0653**		**406.0851**	**406.0851**	**0.0128**		**406.4059**

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	4.4088	21.2527	61.3229	0.2241	18.2740	0.1803	18.4544	4.8904	0.1682	5.0587		22,805.1909	22,805.1909	1.1350		22,833.5654
Unmitigated	4.4088	21.2527	61.3229	0.2241	18.2740	0.1803	18.4544	4.8904	0.1682	5.0587		22,805.1909	22,805.1909	1.1350		22,833.5654

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	589.36	589.36	589.36	2,267,122	2,267,122
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	702.93	702.93	702.93	2,768,716	2,768,716
High Turnover (Sit Down Restaurant)	893.49	893.49	893.49	2,865,920	2,865,920
Strip Mall	200.60	200.60	200.60	691,932	691,932
Total	2,386.37	2,386.37	2,386.37	8,593,690	8,593,690

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	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
High Turnover (Sit Down Restaurant)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269

NaturalGas Unmitigated	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269

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	2676.7	0.0289	0.2467	0.1050	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.9059	314.9059	6.0400e-003	5.7700e-003	316.7773
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
General Office Building	2709.17	0.0292	0.2656	0.2231	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.7255	318.7255	6.1100e-003	5.8400e-003	320.6195
High Turnover (Sit Down Restaurant)	8298.51	0.0895	0.8136	0.6834	4.8800e-003		0.0618	0.0618		0.0618	0.0618		976.2952	976.2952	0.0187	0.0179	982.0968
Strip Mall	62.8098	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3894	7.3894	1.4000e-004	1.4000e-004	7.4333
Total		**0.1483**	**1.3320**	**1.0167**	**8.0800e-003**		**0.1024**	**0.1024**		**0.1024**	**0.1024**		**1,617.3160**	**1,617.3160**	**0.0310**	**0.0297**	**1,626.9269**

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	2.6767	0.0289	0.2467	0.1050	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.9059	314.9059	6.0400e-003	5.7700e-003	316.7773
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
General Office Building	2.70917	0.0292	0.2656	0.2231	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.7255	318.7255	6.1100e-003	5.8400e-003	320.6195

High Turnover (Sit Down Restaurant)	8.29851	0.0895	0.8136	0.6834	4.8800e-003		0.0618	0.0618		0.0618	0.0618		976.2952	976.2952	0.0187	0.0179	982.0968
Strip Mall	0.0628098	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3894	7.3894	1.4000e-004	1.4000e-004	7.4333
Total		**0.1483**	**1.3320**	**1.0167**	**8.0800e-003**		**0.1024**	**0.1024**		**0.1024**	**0.1024**		**1,617.3160**	**1,617.3160**	**0.0310**	**0.0297**	**1,626.9269**

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	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486
Unmitigated	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486

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	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.9143					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	0.2694	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486		15.8613	15.8613	0.0155		16.2486
Total	**5.7173**	**0.1015**	**8.8081**	**4.7000e-004**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**15.8613**	**15.8613**	**0.0155**	**0.0000**	**16.2486**

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	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.9143					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	0.2694	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486		15.8613	15.8613	0.0155		16.2486
Total	**5.7173**	**0.1015**	**8.8081**	**4.7000e-004**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**15.8613**	**15.8613**	**0.0155**	**0.0000**	**16.2486**

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

1024 Mateo Street 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
Apartments Mid Rise	106.00	Dwelling Unit	0.60	123,225.00	303
General Office Building	94.99	1000sqft	0.50	94,990.00	0
High Turnover (Sit Down Restaurant)	13.13	1000sqft	0.09	13,126.00	0
Strip Mall	13.98	1000sqft	0.09	13,979.00	0
Enclosed Parking with Elevator	402.00	Space	0.00	160,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
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

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Grading - Developer information

Demolition - 1,142 tons from building A, 545 tons from Building B

Trips and VMT - Assumes 10CY per haul truck, 17 miles to Puente Hills landfill

Vehicle Trips - LLG Traffic Study, March 2019

Woodstoves - Consultant assumptions

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	46
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
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tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
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tblConstructionPhase	NumDays	4.00	66.00
tblConstructionPhase	NumDays	200.00	442.00
tblConstructionPhase	NumDays	10.00	68.00

tblFireplaces	NumberGas	90.10	0.00
tblFireplaces	NumberNoFireplace	10.60	106.00
tblFireplaces	NumberWood	5.30	0.00
tblGrading	AcresOfGrading	24.75	1.29
tblGrading	MaterialExported	0.00	38,985.00
tblLandUse	LandUseSquareFeet	106,000.00	123,225.00
tblLandUse	LotAcreage	2.79	0.60
tblLandUse	LotAcreage	2.18	0.50
tblLandUse	LotAcreage	0.30	0.09
tblLandUse	LotAcreage	0.32	0.09
tblLandUse	LotAcreage	3.62	0.00
tblOffRoadEquipment	HorsePower	168.00	88.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.42
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tblOffRoadEquipment	LoadFactor	0.20	0.20
tblOffRoadEquipment	LoadFactor	0.42	0.42
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tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
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tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment

tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Air Compressors
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
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tblOffRoadEquipment	OffRoadEquipmentType		Other Material Handling Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Pressure Washers
tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
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tblOffRoadEquipment	UsageHours	7.00	8.00
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tblTripsAndVMT	HaulingTripLength	20.00	17.00
tblTripsAndVMT	HaulingTripLength	20.00	17.00
tblTripsAndVMT	HaulingTripNumber	4,873.00	3,899.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
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tblTripsAndVMT	VendorTripNumber	58.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	103.00	20.00
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tblTripsAndVMT	WorkerTripNumber	184.00	300.00
tblTripsAndVMT	WorkerTripNumber	37.00	32.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
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tblVehicleTrips	HO_TTP	40.60	41.00
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tblVehicleTrips	ST_TR	158.37	68.07
tblVehicleTrips	ST_TR	42.04	14.35
tblVehicleTrips	SU_TR	5.86	5.56
tblVehicleTrips	SU_TR	1.05	7.40
tblVehicleTrips	SU_TR	131.84	68.07
tblVehicleTrips	SU_TR	20.43	14.35
tblVehicleTrips	WD_TR	6.65	5.56
tblVehicleTrips	WD_TR	11.03	7.40
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tblVehicleTrips	WD_TR	44.32	14.35
tblWoodstoves	NumberCatalytic	5.30	0.00
tblWoodstoves	NumberNoncatalytic	5.30	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					
2020	0.5574	5.4017	4.3344	9.3800e-003	0.3268	0.2468	0.5736	0.1306	0.2315	0.3621	0.0000	830.6413	830.6413	0.1658	0.0000	834.7872
2021	0.9421	7.2992	8.4496	0.0158	0.4372	0.3794	0.8167	0.1163	0.3586	0.4749	0.0000	1,381.1180	1,381.1180	0.2330	0.0000	1,386.9430
2022	1.4261	3.4737	4.3351	8.1200e-003	0.2134	0.1754	0.3888	0.0568	0.1659	0.2227	0.0000	707.3031	707.3031	0.1214	0.0000	710.3370
Maximum	**1.4261**	**7.2992**	**8.4496**	**0.0158**	**0.4372**	**0.3794**	**0.8167**	**0.1306**	**0.3586**	**0.4749**	**0.0000**	**1,381.1180**	**1,381.1180**	**0.2330**	**0.0000**	**1,386.9430**

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					
2020	0.2648	4.1257	4.7337	9.3800e-003	0.1557	0.1927	0.3484	0.0589	0.1898	0.2487	0.0000	830.6406	830.6406	0.1658	0.0000	834.7865
2021	0.4391	5.6184	8.9090	0.0158	0.2635	0.3254	0.5889	0.0737	0.3243	0.3980	0.0000	1,381.1169	1,381.1169	0.2330	0.0000	1,386.9418
2022	1.1914	2.9263	4.6033	8.1200e-003	0.1286	0.1691	0.2977	0.0360	0.1686	0.2046	0.0000	707.3025	707.3025	0.1214	0.0000	710.3364
Maximum	**1.1914**	**5.6184**	**8.9090**	**0.0158**	**0.2635**	**0.3254**	**0.5889**	**0.0737**	**0.3243**	**0.3980**	**0.0000**	**1,381.1169**	**1,381.1169**	**0.2330**	**0.0000**	**1,386.9418**

	ROG	**NOx**	**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	**35.22**	**21.66**	**-6.58**	**0.00**	**43.95**	**14.28**	**30.58**	**44.50**	**9.69**	**19.67**	**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	**6-1-2020**	**8-31-2020**	2.7654	2.1213
2	**9-1-2020**	**11-30-2020**	2.3389	1.6975
3	**12-1-2020**	**2-28-2021**	2.1206	1.5002
4	**3-1-2021**	**5-31-2021**	2.0729	1.5231
5	**6-1-2021**	**8-31-2021**	2.0703	1.5204

6	9-1-2021	11-30-2021	2.0530	1.5091
7	12-1-2021	2-28-2022	1.9033	1.4867
8	3-1-2022	5-31-2022	3.0676	2.6071
9	6-1-2022	8-31-2022	0.6094	0.5207
		Highest	3.0676	2.6071

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0279	0.0127	1.1010	6.0000e-005		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	1.7986	1.7986	1.7600e-003	0.0000	1.8426
Energy	0.0271	0.2431	0.1855	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	2,141.4250	2,141.4250	0.0494	0.0141	2,146.8509
Mobile	0.7620	4.0411	10.7147	0.0394	3.2617	0.0329	3.2945	0.8743	0.0306	0.9049	0.0000	3,634.4206	3,634.4206	0.1859	0.0000	3,639.0684
Waste						0.0000	0.0000		0.0000	0.0000	62.5273	0.0000	62.5273	3.6953	0.0000	154.9088
Water						0.0000	0.0000		0.0000	0.0000	9.1401	305.4097	314.5498	0.9460	0.0237	345.2500
Total	**1.8169**	**4.2968**	**12.0013**	**0.0409**	**3.2617**	**0.0576**	**3.3193**	**0.8743**	**0.0554**	**0.9297**	**71.6675**	**6,083.0540**	**6,154.7214**	**4.8783**	**0.0377**	**6,287.9206**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0279	0.0127	1.1010	6.0000e-005		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	1.7986	1.7986	1.7600e-003	0.0000	1.8426

Energy	0.0271	0.2431	0.1855	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	2,141.4250	2,141.4250	0.0494	0.0141	2,146.8509
Mobile	0.7620	4.0411	10.7147	0.0394	3.2617	0.0329	3.2945	0.8743	0.0306	0.9049	0.0000	3,634.4206	3,634.4206	0.1859	0.0000	3,639.0684
Waste						0.0000	0.0000		0.0000	0.0000	62.5273	0.0000	62.5273	3.6953	0.0000	154.9088
Water						0.0000	0.0000		0.0000	0.0000	9.1401	305.4097	314.5498	0.9460	0.0237	345.2500
Total	**1.8169**	**4.2968**	**12.0013**	**0.0409**	**3.2617**	**0.0576**	**3.3193**	**0.8743**	**0.0554**	**0.9297**	**71.6675**	**6,083.0540**	**6,154.7214**	**4.8783**	**0.0377**	**6,287.9206**

	ROG	NOx	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	6/1/2020	6/30/2020	5	22	
2	Site Preparation	Site Preparation	7/1/2020	7/7/2020	5	5	
3	Grading	Grading	7/8/2020	10/7/2020	5	66	
4	Building Construction	Building Construction	10/8/2020	6/17/2022	5	442	
5	Architectural Coating	Architectural Coating	3/16/2022	6/17/2022	5	68	

Acres of Grading (Site Preparation Phase): 2.5

Acres of Grading (Grading Phase): 1.29

Acres of Paving: 0

Residential Indoor: 249,531; Residential Outdoor: 83,177; Non-Residential Indoor: 183,143; Non-Residential Outdoor: 61,048; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	4	8.00	78	0.48
Demolition	Concrete/Industrial Saws	2	6.00	81	0.73

Demolition	Crawler Tractors		2	6.00	212	0.43
Demolition	Crushing/Proc. Equipment		1	6.00	85	0.78
Demolition	Dumpers/Tenders		10	6.00	16	0.38
Demolition	Excavators		2	8.00	158	0.38
Demolition	Generator Sets		2	8.00	84	0.74
Demolition	Other Construction Equipment		5	8.00	172	0.42
Demolition	Other Material Handling Equipment		2	6.00	168	0.40
Demolition	Rough Terrain Forklifts		2	6.00	100	0.40
Demolition	Rubber Tired Loaders		2	6.00	203	0.36
Demolition	Signal Boards		2	6.00	6	0.82
Demolition	Sweepers/Scrubbers		1	8.00	64	0.46
Site Preparation	Rubber Tired Loaders		2	8.00	203	0.36
Site Preparation	Sweepers/Scrubbers		1	8.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Grading	Bore/Drill Rigs		1	8.00	221	0.50
Grading	Dumpers/Tenders		10	6.00	16	0.38
Grading	Excavators		2	8.00	158	0.38
Grading	Other Construction Equipment		2	8.00	172	0.42
Grading	Rough Terrain Forklifts		2	6.00	100	0.40
Grading	Rubber Tired Loaders		2	6.00	203	0.36
Grading	Signal Boards		2	8.00	6	0.82
Grading	Sweepers/Scrubbers		1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Aerial Lifts		1	8.00	63	0.31
Building Construction	Air Compressors		2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers		2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws		1	6.00	81	0.73
Building Construction	Cranes		1	8.00	231	0.29
Building Construction	Dumpers/Tenders		1	8.00	16	0.38
Building Construction	Forklifts		1	8.00	89	0.20

Building Construction	Generator Sets		2	8.00	84	0.74
Building Construction	Other Construction Equipment		6	6.00	172	0.42
Building Construction	Other Material Handling Equipment		1	6.00	88	0.34
Building Construction	Pressure Washers		1	6.00	13	0.30
Building Construction	Rough Terrain Forklifts		1	8.00	100	0.40
Building Construction	Signal Boards		2	8.00	6	0.82
Building Construction	Sweepers/Scrubbers		1	6.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Trenchers		1	6.00	78	0.50
Building Construction	Welders		2	6.00	46	0.45
Architectural Coating	Air Compressors		2	8.00	78	0.48
Architectural Coating	Forklifts		1	8.00	89	0.20
Architectural Coating	Other Construction Equipment		2	8.00	172	0.42
Architectural Coating	Pressure Washers		2	8.00	13	0.30
Grading	Graders		1	6.00	187	0.41
Site Preparation	Graders		1	8.00	187	0.41
Demolition	Rubber Tired Dozers		1	8.00	247	0.40
Grading	Rubber Tired Dozers		1	6.00	247	0.40
Site Preparation	Rubber Tired Dozers		1	7.00	247	0.40
Demolition	Tractors/Loaders/Backhoes		3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	41	20.00	0.00	167.00	14.70	6.90	17.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	12.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	26	20.00	2.00	3,899.00	14.70	6.90	17.00	LD_Mix	HDT_Mix	HHDT
Building Construction	28	300.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	32.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

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					0.0181	0.0000	0.0181	2.7300e-003	0.0000	2.7300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1183	1.1333	0.9178	1.6100e-003		0.0585	0.0585		0.0552	0.0552	0.0000	139.5850	139.5850	0.0334	0.0000	140.4211
Total	**0.1183**	**1.1333**	**0.9178**	**1.6100e-003**	**0.0181**	**0.0585**	**0.0765**	**2.7300e-003**	**0.0552**	**0.0579**	**0.0000**	**139.5850**	**139.5850**	**0.0334**	**0.0000**	**140.4211**

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	6.5000e-004	0.0223	4.8200e-003	6.0000e-005	1.2200e-003	7.0000e-005	1.2900e-003	3.4000e-004	6.0000e-005	4.0000e-004	0.0000	5.5946	5.5946	4.0000e-004	0.0000	5.6046
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	1.0200e-003	8.2000e-004	9.0600e-003	2.0000e-005	2.4100e-003	2.0000e-005	2.4300e-003	6.4000e-004	2.0000e-005	6.6000e-004	0.0000	2.2470	2.2470	7.0000e-005	0.0000	2.2487
Total	**1.6700e-003**	**0.0231**	**0.0139**	**8.0000e-005**	**3.6300e-003**	**9.0000e-005**	**3.7200e-003**	**9.8000e-004**	**8.0000e-005**	**1.0600e-003**	**0.0000**	**7.8416**	**7.8416**	**4.7000e-004**	**0.0000**	**7.8534**

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					6.6900e-003	0.0000	6.6900e-003	1.0100e-003	0.0000	1.0100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0468	0.8238	1.0213	1.6100e-003		0.0457	0.0457		0.0451	0.0451	0.0000	139.5849	139.5849	0.0334	0.0000	140.4209
Total	**0.0468**	**0.8238**	**1.0213**	**1.6100e-003**	**6.6900e-003**	**0.0457**	**0.0524**	**1.0100e-003**	**0.0451**	**0.0461**	**0.0000**	**139.5849**	**139.5849**	**0.0334**	**0.0000**	**140.4209**

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	6.5000e-004	0.0223	4.8200e-003	6.0000e-005	8.0000e-004	7.0000e-005	8.6000e-004	2.3000e-004	6.0000e-005	2.9000e-004	0.0000	5.5946	5.5946	4.0000e-004	0.0000	5.6046
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	1.0200e-003	8.2000e-004	9.0600e-003	2.0000e-005	1.4500e-003	2.0000e-005	1.4700e-003	4.0000e-004	2.0000e-005	4.2000e-004	0.0000	2.2470	2.2470	7.0000e-005	0.0000	2.2487
Total	**1.6700e-003**	**0.0231**	**0.0139**	**8.0000e-005**	**2.2500e-003**	**9.0000e-005**	**2.3300e-003**	**6.3000e-004**	**8.0000e-005**	**7.1000e-004**	**0.0000**	**7.8416**	**7.8416**	**4.7000e-004**	**0.0000**	**7.8534**

3.3 Site Preparation - 2020

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					0.0145	0.0000	0.0145	7.3800e-003	0.0000	7.3800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1400e-003	0.0790	0.0381	9.0000e-005		3.5800e-003	3.5800e-003		3.2900e-003	3.2900e-003	0.0000	7.7699	7.7699	2.5100e-003	0.0000	7.8327
Total	**7.1400e-003**	**0.0790**	**0.0381**	**9.0000e-005**	**0.0145**	**3.5800e-003**	**0.0181**	**7.3800e-003**	**3.2900e-003**	**0.0107**	**0.0000**	**7.7699**	**7.7699**	**2.5100e-003**	**0.0000**	**7.8327**

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	2.0000e-005	5.4000e-004	1.5000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1242	0.1242	1.0000e-005	0.0000	0.1244
Worker	1.4000e-004	1.1000e-004	1.2300e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3064	0.3064	1.0000e-005	0.0000	0.3067
Total	**1.6000e-004**	**6.5000e-004**	**1.3800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.4306**	**0.4306**	**2.0000e-005**	**0.0000**	**0.4311**

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					5.3700e-003	0.0000	5.3700e-003	2.7400e-003	0.0000	2.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.0900e-003	0.0684	0.0467	9.0000e-005		3.1600e-003	3.1600e-003		3.0100e-003	3.0100e-003	0.0000	7.7699	7.7699	2.5100e-003	0.0000	7.8327

Total	**5.0900e-003**	**0.0684**	**0.0467**	**9.0000e-005**	**5.3700e-003**	**3.1600e-003**	**8.5300e-003**	**2.7400e-003**	**3.0100e-003**	**5.7500e-003**	**0.0000**	**7.7699**	**7.7699**	**2.5100e-003**	**0.0000**	**7.8327**

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	2.0000e-005	5.4000e-004	1.5000e-004	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1242	0.1242	1.0000e-005	0.0000	0.1244
Worker	1.4000e-004	1.1000e-004	1.2300e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.3064	0.3064	1.0000e-005	0.0000	0.3067
Total	**1.6000e-004**	**6.5000e-004**	**1.3800e-003**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.4306**	**0.4306**	**2.0000e-005**	**0.0000**	**0.4311**

3.4 Grading - 2020

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					0.1519	0.0000	0.1519	0.0823	0.0000	0.0823	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1660	1.7145	1.1944	2.4300e-003		0.0790	0.0790		0.0731	0.0731	0.0000	210.1744	210.1744	0.0644	0.0000	211.7836
Total	**0.1660**	**1.7145**	**1.1944**	**2.4300e-003**	**0.1519**	**0.0790**	**0.2309**	**0.0823**	**0.0731**	**0.1554**	**0.0000**	**210.1744**	**210.1744**	**0.0644**	**0.0000**	**211.7836**

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	0.0152	0.5198	0.1126	1.3300e-003	0.0285	1.5400e-003	0.0300	7.8200e-003	1.4800e-003	9.3000e-003	0.0000	130.6189	130.6189	9.3600e-003	0.0000	130.8528
Vendor	2.4000e-004	7.1500e-003	1.9400e-003	2.0000e-005	4.2000e-004	3.0000e-005	4.5000e-004	1.2000e-004	3.0000e-005	1.5000e-004	0.0000	1.6396	1.6396	1.0000e-004	0.0000	1.6422
Worker	3.0500e-003	2.4600e-003	0.0272	7.0000e-005	7.2300e-003	6.0000e-005	7.2900e-003	1.9200e-003	6.0000e-005	1.9800e-003	0.0000	6.7409	6.7409	2.1000e-004	0.0000	6.7462
Total	**0.0184**	**0.5294**	**0.1417**	**1.4200e-003**	**0.0361**	**1.6300e-003**	**0.0378**	**9.8600e-003**	**1.5700e-003**	**0.0114**	**0.0000**	**138.9994**	**138.9994**	**9.6700e-003**	**0.0000**	**139.2413**

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					0.0563	0.0000	0.0563	0.0305	0.0000	0.0305	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0866	1.3566	1.3947	2.4300e-003		0.0655	0.0655		0.0638	0.0638	0.0000	210.1741	210.1741	0.0644	0.0000	211.7834
Total	**0.0866**	**1.3566**	**1.3947**	**2.4300e-003**	**0.0563**	**0.0655**	**0.1218**	**0.0305**	**0.0638**	**0.0943**	**0.0000**	**210.1741**	**210.1741**	**0.0644**	**0.0000**	**211.7834**

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	0.0152	0.5198	0.1126	1.3300e-003	0.0186	1.5400e-003	0.0202	5.4000e-003	1.4800e-003	6.8800e-003	0.0000	130.6189	130.6189	9.3600e-003	0.0000	130.8528
Vendor	2.4000e-004	7.1500e-003	1.9400e-003	2.0000e-005	2.8000e-004	3.0000e-005	3.1000e-004	9.0000e-005	3.0000e-005	1.2000e-004	0.0000	1.6396	1.6396	1.0000e-004	0.0000	1.6422
Worker	3.0500e-003	2.4600e-003	0.0272	7.0000e-005	4.3500e-003	6.0000e-005	4.4100e-003	1.2100e-003	6.0000e-005	1.2700e-003	0.0000	6.7409	6.7409	2.1000e-004	0.0000	6.7462
Total	**0.0184**	**0.5294**	**0.1417**	**1.4200e-003**	**0.0233**	**1.6300e-003**	**0.0249**	**6.7000e-003**	**1.5700e-003**	**8.2700e-003**	**0.0000**	**138.9994**	**138.9994**	**9.6700e-003**	**0.0000**	**139.2413**

3.5 Building Construction - 2020

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	0.2023	1.8546	1.6417	2.6200e-003		0.1030	0.1030		0.0974	0.0974	0.0000	224.8098	224.8098	0.0519	0.0000	226.1078
Total	**0.2023**	**1.8546**	**1.6417**	**2.6200e-003**		**0.1030**	**0.1030**		**0.0974**	**0.0974**	**0.0000**	**224.8098**	**224.8098**	**0.0519**	**0.0000**	**226.1078**

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	1.1100e-003	0.0331	8.9500e-003	8.0000e-005	1.9200e-003	1.5000e-004	2.0700e-003	5.5000e-004	1.5000e-004	7.0000e-004	0.0000	7.5770	7.5770	4.8000e-004	0.0000	7.5890
Worker	0.0422	0.0341	0.3766	1.0300e-003	0.1003	8.5000e-004	0.1011	0.0266	7.9000e-004	0.0274	0.0000	93.4536	93.4536	2.9500e-003	0.0000	93.5272
Total	**0.0434**	**0.0671**	**0.3856**	**1.1100e-003**	**0.1022**	**1.0000e-003**	**0.1032**	**0.0272**	**9.4000e-004**	**0.0281**	**0.0000**	**101.0306**	**101.0306**	**3.4300e-003**	**0.0000**	**101.1162**

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	0.0628	1.2567	1.7284	2.6200e-003		0.0756	0.0756		0.0754	0.0754	0.0000	224.8095	224.8095	0.0519	0.0000	226.1076
Total	**0.0628**	**1.2567**	**1.7284**	**2.6200e-003**		**0.0756**	**0.0756**		**0.0754**	**0.0754**	**0.0000**	**224.8095**	**224.8095**	**0.0519**	**0.0000**	**226.1076**

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	1.1100e-003	0.0331	8.9500e-003	8.0000e-005	1.3000e-003	1.5000e-004	1.4500e-003	4.0000e-004	1.5000e-004	5.5000e-004	0.0000	7.5770	7.5770	4.8000e-004	0.0000	7.5890
Worker	0.0422	0.0341	0.3766	1.0300e-003	0.0603	8.5000e-004	0.0611	0.0168	7.9000e-004	0.0176	0.0000	93.4536	93.4536	2.9500e-003	0.0000	93.5272
Total	**0.0434**	**0.0671**	**0.3856**	**1.1100e-003**	**0.0616**	**1.0000e-003**	**0.0626**	**0.0172**	**9.4000e-004**	**0.0182**	**0.0000**	**101.0306**	**101.0306**	**3.4300e-003**	**0.0000**	**101.1162**

3.5 Building Construction - 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					
Off-Road	0.7696	7.0392	6.9342	0.0112		0.3756	0.3756		0.3551	0.3551	0.0000	961.7892	961.7892	0.2196	0.0000	967.2800
Total	**0.7696**	**7.0392**	**6.9342**	**0.0112**		**0.3756**	**0.3756**		**0.3551**	**0.3551**	**0.0000**	**961.7892**	**961.7892**	**0.2196**	**0.0000**	**967.2800**

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	4.0500e-003	0.1288	0.0349	3.3000e-004	8.2200e-003	2.6000e-004	8.4800e-003	2.3700e-003	2.5000e-004	2.6200e-003	0.0000	32.1678	32.1678	1.9700e-003	0.0000	32.2171
Worker	0.1685	0.1312	1.4805	4.2800e-003	0.4290	3.5400e-003	0.4325	0.1139	3.2600e-003	0.1172	0.0000	387.1610	387.1610	0.0114	0.0000	387.4458
Total	**0.1725**	**0.2599**	**1.5154**	**4.6100e-003**	**0.4372**	**3.8000e-003**	**0.4410**	**0.1163**	**3.5100e-003**	**0.1198**	**0.0000**	**419.3288**	**419.3288**	**0.0134**	**0.0000**	**419.6630**

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	0.2666	5.3584	7.3936	0.0112		0.3216	0.3216		0.3208	0.3208	0.0000	961.7880	961.7880	0.2196	0.0000	967.2789

Total	**0.2666**	**5.3584**	**7.3936**	**0.0112**		**0.3216**	**0.3216**		**0.3208**	**0.3208**	**0.0000**	**961.7880**	**961.7880**	**0.2196**	**0.0000**	**967.2789**

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	4.0500e-003	0.1288	0.0349	3.3000e-004	5.5400e-003	2.6000e-004	5.8100e-003	1.7200e-003	2.5000e-004	1.9700e-003	0.0000	32.1678	32.1678	1.9700e-003	0.0000	32.2171
Worker	0.1685	0.1312	1.4805	4.2800e-003	0.2580	3.5400e-003	0.2615	0.0720	3.2600e-003	0.0752	0.0000	387.1610	387.1610	0.0114	0.0000	387.4458
Total	**0.1725**	**0.2599**	**1.5154**	**4.6100e-003**	**0.2635**	**3.8000e-003**	**0.2673**	**0.0737**	**3.5100e-003**	**0.0772**	**0.0000**	**419.3288**	**419.3288**	**0.0134**	**0.0000**	**419.6630**

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	0.3227	2.9125	3.1624	5.1600e-003		0.1496	0.1496		0.1415	0.1415	0.0000	442.1971	442.1971	0.1003	0.0000	444.7054
Total	**0.3227**	**2.9125**	**3.1624**	**5.1600e-003**		**0.1496**	**0.1496**		**0.1415**	**0.1415**	**0.0000**	**442.1971**	**442.1971**	**0.1003**	**0.0000**	**444.7054**

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	1.7500e-003	0.0563	0.0152	1.5000e-004	3.7800e-003	1.1000e-004	3.8900e-003	1.0900e-003	1.0000e-004	1.1900e-003	0.0000	14.6599	14.6599	8.8000e-004	0.0000	14.6818
Worker	0.0726	0.0545	0.6272	1.9000e-003	0.1972	1.5700e-003	0.1988	0.0524	1.4500e-003	0.0538	0.0000	171.7479	171.7479	4.7300e-003	0.0000	171.8661
Total	**0.0744**	**0.1107**	**0.6424**	**2.0500e-003**	**0.2010**	**1.6800e-003**	**0.2027**	**0.0535**	**1.5500e-003**	**0.0550**	**0.0000**	**186.4078**	**186.4078**	**5.6100e-003**	**0.0000**	**186.5479**

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	0.1216	2.4547	3.3985	5.1600e-003		0.1470	0.1470		0.1467	0.1467	0.0000	442.1966	442.1966	0.1003	0.0000	444.7048
Total	**0.1216**	**2.4547**	**3.3985**	**5.1600e-003**		**0.1470**	**0.1470**		**0.1467**	**0.1467**	**0.0000**	**442.1966**	**442.1966**	**0.1003**	**0.0000**	**444.7048**

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	1.7500e-003	0.0563	0.0152	1.5000e-004	2.5500e-003	1.1000e-004	2.6500e-003	7.9000e-004	1.0000e-004	8.9000e-004	0.0000	14.6599	14.6599	8.8000e-004	0.0000	14.6818
Worker	0.0726	0.0545	0.6272	1.9000e-003	0.1186	1.5700e-003	0.1202	0.0331	1.4500e-003	0.0345	0.0000	171.7479	171.7479	4.7300e-003	0.0000	171.8661
Total	**0.0744**	**0.1107**	**0.6424**	**2.0500e-003**	**0.1212**	**1.6800e-003**	**0.1228**	**0.0339**	**1.5500e-003**	**0.0354**	**0.0000**	**186.4078**	**186.4078**	**5.6100e-003**	**0.0000**	**186.5479**

3.6 Architectural Coating - 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					
Archit. Coating	0.9738					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0506	0.4409	0.4907	7.7000e-004		0.0241	0.0241		0.0228	0.0228	0.0000	66.6556	66.6556	0.0150	0.0000	67.0315
Total	**1.0244**	**0.4409**	**0.4907**	**7.7000e-004**		**0.0241**	**0.0241**		**0.0228**	**0.0228**	**0.0000**	**66.6556**	**66.6556**	**0.0150**	**0.0000**	**67.0315**

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	2.0000e-004	6.3800e-003	1.7200e-003	2.0000e-005	4.3000e-004	1.0000e-005	4.4000e-004	1.2000e-004	1.0000e-005	1.4000e-004	0.0000	1.6615	1.6615	1.0000e-004	0.0000	1.6639
Worker	4.3900e-003	3.2900e-003	0.0379	1.1000e-004	0.0119	1.0000e-004	0.0120	3.1700e-003	9.0000e-005	3.2500e-003	0.0000	10.3812	10.3812	2.9000e-004	0.0000	10.3884
Total	**4.5900e-003**	**9.6700e-003**	**0.0396**	**1.3000e-004**	**0.0124**	**1.1000e-004**	**0.0125**	**3.2900e-003**	**1.0000e-004**	**3.3900e-003**	**0.0000**	**12.0427**	**12.0427**	**3.9000e-004**	**0.0000**	**12.0523**

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	0.9738					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0170	0.3512	0.5229	7.7000e-004		0.0203	0.0203		0.0203	0.0203	0.0000	66.6555	66.6555	0.0150	0.0000	67.0314
Total	**0.9908**	**0.3512**	**0.5229**	**7.7000e-004**		**0.0203**	**0.0203**		**0.0203**	**0.0203**	**0.0000**	**66.6555**	**66.6555**	**0.0150**	**0.0000**	**67.0314**

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	2.0000e-004	6.3800e-003	1.7200e-003	2.0000e-005	2.9000e-004	1.0000e-005	3.0000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.6615	1.6615	1.0000e-004	0.0000	1.6639
Worker	4.3900e-003	3.2900e-003	0.0379	1.1000e-004	7.1700e-003	1.0000e-004	7.2600e-003	2.0000e-003	9.0000e-005	2.0900e-003	0.0000	10.3812	10.3812	2.9000e-004	0.0000	10.3884
Total	**4.5900e-003**	**9.6700e-003**	**0.0396**	**1.3000e-004**	**7.4600e-003**	**1.1000e-004**	**7.5600e-003**	**2.0900e-003**	**1.0000e-004**	**2.1900e-003**	**0.0000**	**12.0427**	**12.0427**	**3.9000e-004**	**0.0000**	**12.0523**

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	0.7620	4.0411	10.7147	0.0394	3.2617	0.0329	3.2945	0.8743	0.0306	0.9049	0.0000	3,634.4206	3,634.4206	0.1859	0.0000	3,639.0684
Unmitigated	0.7620	4.0411	10.7147	0.0394	3.2617	0.0329	3.2945	0.8743	0.0306	0.9049	0.0000	3,634.4206	3,634.4206	0.1859	0.0000	3,639.0684

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	589.36	589.36	589.36	2,267,122	2,267,122
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	702.93	702.93	702.93	2,768,716	2,768,716
High Turnover (Sit Down Restaurant)	893.49	893.49	893.49	2,865,920	2,865,920
Strip Mall	200.60	200.60	200.60	691,932	691,932
Total	2,386.37	2,386.37	2,386.37	8,593,690	8,593,690

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	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
High Turnover (Sit Down Restaurant)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	1,873.6602	1,873.6602	0.0443	9.1600e-003	1,877.4949
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,873.6602	1,873.6602	0.0443	9.1600e-003	1,877.4949
NaturalGas Mitigated	0.0271	0.2431	0.1855	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	267.7648	267.7648	5.1300e-003	4.9100e-003	269.3560
NaturalGas Unmitigated	0.0271	0.2431	0.1855	1.4800e-003		0.0187	0.0187		0.0187	0.0187	0.0000	267.7648	267.7648	5.1300e-003	4.9100e-003	269.3560

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	976996	5.2700e-003	0.0450	0.0192	2.9000e-004		3.6400e-003	3.6400e-003		3.6400e-003	3.6400e-003	0.0000	52.1362	52.1362	1.0000e-003	9.6000e-004	52.4460

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
General Office Building	988846	5.3300e-003	0.0485	0.0407	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	52.7686	52.7686	1.0100e-003	9.7000e-004	53.0822
High Turnover (Sit Down Restaurant)	3.02896e+006	0.0163	0.1485	0.1247	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	161.6366	161.6366	3.1000e-003	2.9600e-003	162.5971
Strip Mall	22925.6	1.2000e-004	1.1200e-003	9.4000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2234	1.2234	2.0000e-005	2.0000e-005	1.2307
Total		**0.0271**	**0.2431**	**0.1855**	**1.4800e-003**		**0.0187**	**0.0187**		**0.0187**	**0.0187**	**0.0000**	**267.7648**	**267.7648**	**5.1300e-003**	**4.9100e-003**	**269.3560**

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	976996	5.2700e-003	0.0450	0.0192	2.9000e-004		3.6400e-003	3.6400e-003		3.6400e-003	3.6400e-003	0.0000	52.1362	52.1362	1.0000e-003	9.6000e-004	52.4460
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
General Office Building	988846	5.3300e-003	0.0485	0.0407	2.9000e-004		3.6800e-003	3.6800e-003		3.6800e-003	3.6800e-003	0.0000	52.7686	52.7686	1.0100e-003	9.7000e-004	53.0822
High Turnover (Sit Down Restaurant)	3.02896e+006	0.0163	0.1485	0.1247	8.9000e-004		0.0113	0.0113		0.0113	0.0113	0.0000	161.6366	161.6366	3.1000e-003	2.9600e-003	162.5971
Strip Mall	22925.6	1.2000e-004	1.1200e-003	9.4000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2234	1.2234	2.0000e-005	2.0000e-005	1.2307
Total		**0.0271**	**0.2431**	**0.1855**	**1.4800e-003**		**0.0187**	**0.0187**		**0.0187**	**0.0187**	**0.0000**	**267.7648**	**267.7648**	**5.1300e-003**	**4.9100e-003**	**269.3560**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			

Apartments Mid Rise	419768	233.7949	5.5200e-003	1.1400e-003	234.2734
Enclosed Parking with Elevator	942288	524.8182	0.0124	2.5600e-003	525.8923
General Office Building	1.23392e+006	687.2460	0.0162	3.3600e-003	688.6526
High Turnover (Sit Down Restaurant)	579382	322.6933	7.6200e-003	1.5800e-003	323.3537
Strip Mall	188717	105.1078	2.4800e-003	5.1000e-004	105.3230
Total		**1,873.6602**	**0.0443**	**9.1500e-003**	**1,877.4949**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	419768	233.7949	5.5200e-003	1.1400e-003	234.2734
Enclosed Parking with Elevator	942288	524.8182	0.0124	2.5600e-003	525.8923
General Office Building	1.23392e+006	687.2460	0.0162	3.3600e-003	688.6526
High Turnover (Sit Down Restaurant)	579382	322.6933	7.6200e-003	1.5800e-003	323.3537
Strip Mall	188717	105.1078	2.4800e-003	5.1000e-004	105.3230
Total		**1,873.6602**	**0.0443**	**9.1500e-003**	**1,877.4949**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0279	0.0127	1.1010	6.0000e-005		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	1.7986	1.7986	1.7600e-003	0.0000	1.8426
Unmitigated	1.0279	0.0127	1.1010	6.0000e-005		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	1.7986	1.7986	1.7600e-003	0.0000	1.8426

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	0.0974					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8969					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	0.0337	0.0127	1.1010	6.0000e-005		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	1.7986	1.7986	1.7600e-003	0.0000	1.8426
Total	**1.0279**	**0.0127**	**1.1010**	**6.0000e-005**		**6.0700e-003**	**6.0700e-003**		**6.0700e-003**	**6.0700e-003**	**0.0000**	**1.7986**	**1.7986**	**1.7600e-003**	**0.0000**	**1.8426**

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	0.0974					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.8969					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	0.0337	0.0127	1.1010	6.0000e-005		6.0700e-003	6.0700e-003		6.0700e-003	6.0700e-003	0.0000	1.7986	1.7986	1.7600e-003	0.0000	1.8426
Total	**1.0279**	**0.0127**	**1.1010**	**6.0000e-005**		**6.0700e-003**	**6.0700e-003**		**6.0700e-003**	**6.0700e-003**	**0.0000**	**1.7986**	**1.7986**	**1.7600e-003**	**0.0000**	**1.8426**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	314.5498	0.9460	0.0237	345.2500
Unmitigated	314.5498	0.9460	0.0237	345.2500

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.90633 / 4.35399	79.2189	0.2269	5.6900e-003	86.5861
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	16.8829 / 10.3476	191.8238	0.5545	0.0139	209.8297
High Turnover (Sit Down Restaurant)	3.9854 / 0.254387	31.7414	0.1306	3.2200e-003	35.9641
Strip Mall	1.03553 / 0.634682	11.7657	0.0340	8.5000e-004	12.8701
Total		**314.5498**	**0.9460**	**0.0237**	**345.2500**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	6.90633 / 4.35399	79.2189	0.2269	5.6900e-003	86.5861
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	16.8829 / 10.3476	191.8238	0.5545	0.0139	209.8297
High Turnover (Sit Down Restaurant)	3.9854 / 0.254387	31.7414	0.1306	3.2200e-003	35.9641
Strip Mall	1.03553 / 0.634682	11.7657	0.0340	8.5000e-004	12.8701
Total		**314.5498**	**0.9460**	**0.0237**	**345.2500**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	62.5273	3.6953	0.0000	154.9088
Unmitigated	62.5273	3.6953	0.0000	154.9088

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	48.76	9.8978	0.5850	0.0000	24.5215
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	88.34	17.9322	1.0598	0.0000	44.4263
High Turnover (Sit Down Restaurant)	156.25	31.7173	1.8744	0.0000	78.5784
Strip Mall	14.68	2.9799	0.1761	0.0000	7.3826
Total		**62.5273**	**3.6953**	**0.0000**	**154.9088**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	48.76	9.8978	0.5850	0.0000	24.5215
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	88.34	17.9322	1.0598	0.0000	44.4263
High Turnover (Sit Down Restaurant)	156.25	31.7173	1.8744	0.0000	78.5784
Strip Mall	14.68	2.9799	0.1761	0.0000	7.3826
Total		**62.5273**	**3.6953**	**0.0000**	**154.9088**

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

1024 Mateo Street 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
Apartments Mid Rise	106.00	Dwelling Unit	0.60	123,225.00	303
General Office Building	94.99	1000sqft	0.50	94,990.00	0
High Turnover (Sit Down Restaurant)	13.13	1000sqft	0.09	13,126.00	0
Strip Mall	13.98	1000sqft	0.09	13,979.00	0
Enclosed Parking with Elevator	402.00	Space	0.00	160,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2022
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

Construction Phase - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Off-road Equipment - Developer information

Grading - Developer information

Demolition - 1,142 tons from building A, 545 tons from Building B

Trips and VMT - Assumes 10CY per haul truck, 17 miles to Puente Hills landfill

Vehicle Trips - LLG Traffic Study, March 2019

Woodstoves - Consultant assumptions

Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
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tblConstructionPhase	NumDays	200.00	442.00
tblConstructionPhase	NumDays	10.00	68.00

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tblFireplaces	NumberWood	5.30	0.00
tblGrading	AcresOfGrading	24.75	1.29
tblGrading	MaterialExported	0.00	38,985.00
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tblLandUse	LotAcreage	0.30	0.09
tblLandUse	LotAcreage	0.32	0.09
tblLandUse	LotAcreage	3.62	0.00
tblOffRoadEquipment	HorsePower	168.00	88.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
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tblOffRoadEquipment	LoadFactor	0.42	0.42
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tblOffRoadEquipment	OffRoadEquipmentType		Crushing/Proc. Equipment
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Generator Sets
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tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
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tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
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tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment

tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Rubber Tired Loaders
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
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tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
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tblOffRoadEquipment	OffRoadEquipmentType		Dumpers/Tenders
tblOffRoadEquipment	OffRoadEquipmentType		Forklifts
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tblOffRoadEquipment	OffRoadEquipmentType		Rough Terrain Forklifts
tblOffRoadEquipment	OffRoadEquipmentType		Signal Boards
tblOffRoadEquipment	OffRoadEquipmentType		Sweepers/Scrubbers
tblOffRoadEquipment	OffRoadEquipmentType		Tractors/Loaders/Backhoes
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tblTripsAndVMT	HaulingTripLength	20.00	17.00
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tblTripsAndVMT	HaulingTripNumber	4,873.00	3,899.00
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tblVehicleTrips	HS_TTP	19.20	19.00
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tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	37.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	6.39	5.56
tblVehicleTrips	ST_TR	2.46	7.40
tblVehicleTrips	ST_TR	158.37	68.07
tblVehicleTrips	ST_TR	42.04	14.35
tblVehicleTrips	SU_TR	5.86	5.56
tblVehicleTrips	SU_TR	1.05	7.40
tblVehicleTrips	SU_TR	131.84	68.07
tblVehicleTrips	SU_TR	20.43	14.35
tblVehicleTrips	WD_TR	6.65	5.56
tblVehicleTrips	WD_TR	11.03	7.40
tblVehicleTrips	WD_TR	127.15	68.07
tblVehicleTrips	WD_TR	44.32	14.35
tblWoodstoves	NumberCatalytic	5.30	0.00
tblWoodstoves	NumberNoncatalytic	5.30	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					
2020	10.9155	105.0826	84.6933	0.1539	5.9465	5.3221	8.1611	2.9930	5.0258	5.3645	0.0000	14,763.462 8	14,763.462 8	3.3993	0.0000	14,848.446 2
2021	7.3599	55.8877	64.4639	0.1208	3.4173	2.9076	6.3249	0.9077	2.7481	3.6558	0.0000	11,608.168 4	11,608.168 4	1.9671	0.0000	11,657.346 5
2022	37.0308	63.5904	78.7190	0.1463	3.7878	3.2323	7.0201	1.0063	3.0577	4.0640	0.0000	14,037.751 6	14,037.751 6	2.4453	0.0000	14,098.883 5
Maximum	**37.0308**	**105.0826**	**84.6933**	**0.1539**	**5.9465**	**5.3221**	**8.1611**	**2.9930**	**5.0258**	**5.3645**	**0.0000**	**14,763.462 8**	**14,763.462 8**	**3.3993**	**0.0000**	**14,848.446 2**

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					
2020	4.4121	76.9469	94.1012	0.1539	2.4214	4.1626	4.9783	1.1302	4.1069	4.2576	0.0000	14,763.462 8	14,763.462 8	3.3993	0.0000	14,848.446 2
2021	3.5049	43.0081	67.9846	0.1208	2.0553	2.4935	4.5488	0.5734	2.4852	3.0587	0.0000	11,608.168 4	11,608.168 4	1.9671	0.0000	11,657.346 5
2022	32.6899	53.3247	83.5995	0.1463	2.2786	3.0773	5.3559	0.6358	3.0700	3.7059	0.0000	14,037.751 6	14,037.751 6	2.4453	0.0000	14,098.883 5
Maximum	**32.6899**	**76.9469**	**94.1012**	**0.1539**	**2.4214**	**4.1626**	**5.3559**	**1.1302**	**4.1069**	**4.2576**	**0.0000**	**14,763.462 8**	**14,763.462 8**	**3.3993**	**0.0000**	**14,848.446 2**

	ROG	**NOx**	**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	**26.58**	**22.84**	**-7.82**	**0.00**	**48.64**	**15.08**	**30.80**	**52.32**	**10.80**	**15.76**	**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	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486
Energy	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269
Mobile	4.2795	21.7968	57.9863	0.2132	18.2740	0.1812	18.4552	4.8904	0.1690	5.0595		21,711.0355	21,711.0355	1.1299		21,739.2837
Total	**10.1450**	**23.2303**	**67.8111**	**0.2218**	**18.2740**	**0.3322**	**18.6062**	**4.8904**	**0.3200**	**5.2105**	**0.0000**	**23,344.2127**	**23,344.2127**	**1.1764**	**0.0297**	**23,382.4591**

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	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486
Energy	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269
Mobile	4.2795	21.7968	57.9863	0.2132	18.2740	0.1812	18.4552	4.8904	0.1690	5.0595		21,711.0355	21,711.0355	1.1299		21,739.2837
Total	**10.1450**	**23.2303**	**67.8111**	**0.2218**	**18.2740**	**0.3322**	**18.6062**	**4.8904**	**0.3200**	**5.2105**	**0.0000**	**23,344.2127**	**23,344.2127**	**1.1764**	**0.0297**	**23,382.4591**

	ROG	**NOx**	**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	6/1/2020	6/30/2020	5	22	
2	Site Preparation	Site Preparation	7/1/2020	7/7/2020	5	5	

3	Grading	Grading	7/8/2020	10/7/2020	5	66	
4	Building Construction	Building Construction	10/8/2020	6/17/2022	5	442	
5	Architectural Coating	Architectural Coating	3/16/2022	6/17/2022	5	68	

Acres of Grading (Site Preparation Phase): 2.5

Acres of Grading (Grading Phase): 1.29

Acres of Paving: 0

Residential Indoor: 249,531; Residential Outdoor: 83,177; Non-Residential Indoor: 183,143; Non-Residential Outdoor: 61,048; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Air Compressors	4	8.00	78	0.48
Demolition	Concrete/Industrial Saws	2	6.00	81	0.73
Demolition	Crawler Tractors	2	6.00	212	0.43
Demolition	Crushing/Proc. Equipment	1	6.00	85	0.78
Demolition	Dumpers/Tenders	10	6.00	16	0.38
Demolition	Excavators	2	8.00	158	0.38
Demolition	Generator Sets	2	8.00	84	0.74
Demolition	Other Construction Equipment	5	8.00	172	0.42
Demolition	Other Material Handling Equipment	2	6.00	168	0.40
Demolition	Rough Terrain Forklifts	2	6.00	100	0.40
Demolition	Rubber Tired Loaders	2	6.00	203	0.36
Demolition	Signal Boards	2	6.00	6	0.82
Demolition	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Rubber Tired Loaders	2	8.00	203	0.36
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Dumpers/Tenders	10	6.00	16	0.38
Grading	Excavators	2	8.00	158	0.38

Grading	Other Construction Equipment		2	8.00	172	0.42
Grading	Rough Terrain Forklifts		2	6.00	100	0.40
Grading	Rubber Tired Loaders		2	6.00	203	0.36
Grading	Signal Boards		2	8.00	6	0.82
Grading	Sweepers/Scrubbers		1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Aerial Lifts		1	8.00	63	0.31
Building Construction	Air Compressors		2	8.00	78	0.48
Building Construction	Cement and Mortar Mixers		2	8.00	9	0.56
Building Construction	Concrete/Industrial Saws		1	6.00	81	0.73
Building Construction	Cranes		1	8.00	231	0.29
Building Construction	Dumpers/Tenders		1	8.00	16	0.38
Building Construction	Forklifts		1	8.00	89	0.20
Building Construction	Generator Sets		2	8.00	84	0.74
Building Construction	Other Construction Equipment		6	6.00	172	0.42
Building Construction	Other Material Handling Equipment		1	6.00	88	0.34
Building Construction	Pressure Washers		1	6.00	13	0.30
Building Construction	Rough Terrain Forklifts		1	8.00	100	0.40
Building Construction	Signal Boards		2	8.00	6	0.82
Building Construction	Sweepers/Scrubbers		1	6.00	64	0.46
Building Construction	Tractors/Loaders/Backhoes		2	8.00	97	0.37
Building Construction	Trenchers		1	6.00	78	0.50
Building Construction	Welders		2	6.00	46	0.45
Architectural Coating	Air Compressors		2	8.00	78	0.48
Architectural Coating	Forklifts		1	8.00	89	0.20
Architectural Coating	Other Construction Equipment		2	8.00	172	0.42
Architectural Coating	Pressure Washers		2	8.00	13	0.30
Grading	Graders		1	6.00	187	0.41
Site Preparation	Graders		1	8.00	187	0.41
Demolition	Rubber Tired Dozers		1	8.00	247	0.40

Grading	Rubber Tired Dozers		1	6.00	247	0.40
Site Preparation	Rubber Tired Dozers		1	7.00	247	0.40
Demolition	Tractors/Loaders/Backhoes		3	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	41	20.00	0.00	167.00	14.70	6.90	17.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	12.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	26	20.00	2.00	3,899.00	14.70	6.90	17.00	LD_Mix	HDT_Mix	HHDT
Building Construction	28	300.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	32.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2020

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					1.6409	0.0000	1.6409	0.2485	0.0000	0.2485			0.0000			0.0000
Off-Road	10.7534	103.0255	83.4357	0.1466		5.3141	5.3141		5.0183	5.0183		13,987.831 5	13,987.831 5	3.3513		14,071.613 7
Total	**10.7534**	**103.0255**	**83.4357**	**0.1466**	**1.6409**	**5.3141**	**6.9550**	**0.2485**	**5.0183**	**5.2667**		**13,987.831 5**	**13,987.831 5**	**3.3513**		**14,071.613 7**

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	0.0599	1.9846	0.4556	5.1100e-003	0.1128	6.0800e-003	0.1189	0.0309	5.8100e-003	0.0368		554.1472	554.1472	0.0411		555.1739
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	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.1621**	**2.0570**	**1.2576**	**7.3300e-003**	**0.3364**	**7.9500e-003**	**0.3443**	**0.0902**	**7.5300e-003**	**0.0978**		**775.6313**	**775.6313**	**0.0481**		**776.8325**

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					0.6080	0.0000	0.6080	0.0921	0.0000	0.0921			0.0000			0.0000
Off-Road	4.2500	74.8899	92.8436	0.1466		4.1546	4.1546		4.0994	4.0994	0.0000	13,987.8315	13,987.8315	3.3513		14,071.6137
Total	**4.2500**	**74.8899**	**92.8436**	**0.1466**	**0.6080**	**4.1546**	**4.7626**	**0.0921**	**4.0994**	**4.1914**	**0.0000**	**13,987.8315**	**13,987.8315**	**3.3513**		**14,071.6137**

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	0.0599	1.9846	0.4556	5.1100e-003	0.0736	6.0800e-003	0.0797	0.0213	5.8100e-003	0.0271		554.1472	554.1472	0.0411		555.1739
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	0.1022	0.0725	0.8020	2.2200e-003	0.1342	1.8700e-003	0.1360	0.0373	1.7200e-003	0.0391		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.1621**	**2.0570**	**1.2576**	**7.3300e-003**	**0.2078**	**7.9500e-003**	**0.2157**	**0.0586**	**7.5300e-003**	**0.0662**		**775.6313**	**775.6313**	**0.0481**		**776.8325**

3.3 Site Preparation - 2020

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					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.8570	31.6027	15.2261	0.0354		1.4324	1.4324		1.3178	1.3178		3,425.9348	3,425.9348	1.1080		3,453.6353
Total	**2.8570**	**31.6027**	**15.2261**	**0.0354**	**5.7996**	**1.4324**	**7.2320**	**2.9537**	**1.3178**	**4.2715**		**3,425.9348**	**3,425.9348**	**1.1080**		**3,453.6353**

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	7.4400e-003	0.2127	0.0615	5.0000e-004	0.0128	1.0200e-003	0.0138	3.6900e-003	9.7000e-004	4.6600e-003		53.8898	53.8898	3.6000e-003		53.9799

Worker	0.0613	0.0435	0.4812	1.3300e-003	0.1341	1.1200e-003	0.1353	0.0356	1.0300e-003	0.0366		132.8905	132.8905	4.1900e-003		132.9952
Total	**0.0688**	**0.2562**	**0.5427**	**1.8300e-003**	**0.1469**	**2.1400e-003**	**0.1491**	**0.0393**	**2.0000e-003**	**0.0413**		**186.7803**	**186.7803**	**7.7900e-003**		**186.9751**

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					2.1487	0.0000	2.1487	1.0944	0.0000	1.0944			0.0000			0.0000
Off-Road	2.0347	27.3666	18.6912	0.0354		1.2645	1.2645		1.2022	1.2022	0.0000	3,425.9348	3,425.9348	1.1080		3,453.6353
Total	**2.0347**	**27.3666**	**18.6912**	**0.0354**	**2.1487**	**1.2645**	**3.4132**	**1.0944**	**1.2022**	**2.2966**	**0.0000**	**3,425.9348**	**3,425.9348**	**1.1080**		**3,453.6353**

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	7.4400e-003	0.2127	0.0615	5.0000e-004	8.6100e-003	1.0200e-003	9.6200e-003	2.6600e-003	9.7000e-004	3.6300e-003		53.8898	53.8898	3.6000e-003		53.9799
Worker	0.0613	0.0435	0.4812	1.3300e-003	0.0805	1.1200e-003	0.0816	0.0224	1.0300e-003	0.0234		132.8905	132.8905	4.1900e-003		132.9952
Total	**0.0688**	**0.2562**	**0.5427**	**1.8300e-003**	**0.0891**	**2.1400e-003**	**0.0912**	**0.0251**	**2.0000e-003**	**0.0271**		**186.7803**	**186.7803**	**7.7900e-003**		**186.9751**

3.4 Grading - 2020

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					4.6041	0.0000	4.6041	2.4950	0.0000	2.4950			0.0000			0.0000
Off-Road	5.0305	51.9557	36.1932	0.0738		2.3923	2.3923		2.2138	2.2138		7,020.5328	7,020.5328	2.1502		7,074.2869
Total	**5.0305**	**51.9557**	**36.1932**	**0.0738**	**4.6041**	**2.3923**	**6.9964**	**2.4950**	**2.2138**	**4.7088**		**7,020.5328**	**7,020.5328**	**2.1502**		**7,074.2869**

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	0.4662	15.4447	3.5454	0.0398	0.8782	0.0473	0.9255	0.2407	0.0452	0.2860		4,312.6147	4,312.6147	0.3196		4,320.6050
Vendor	7.4400e-003	0.2127	0.0615	5.0000e-004	0.0128	1.0200e-003	0.0138	3.6900e-003	9.7000e-004	4.6600e-003		53.8898	53.8898	3.6000e-003		53.9799
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.5758**	**15.7298**	**4.4089**	**0.0425**	**1.1145**	**0.0502**	**1.1647**	**0.3037**	**0.0479**	**0.3516**		**4,587.9886**	**4,587.9886**	**0.3302**		**4,596.2435**

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					1.7058	0.0000	1.7058	0.9244	0.0000	0.9244			0.0000			0.0000
Off-Road	2.6236	41.1092	42.2648	0.0738		1.9848	1.9848		1.9321	1.9321	0.0000	7,020.5328	7,020.5328	2.1502		7,074.2869
Total	**2.6236**	**41.1092**	**42.2648**	**0.0738**	**1.7058**	**1.9848**	**3.6906**	**0.9244**	**1.9321**	**2.8565**	**0.0000**	**7,020.5328**	**7,020.5328**	**2.1502**		**7,074.2869**

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	0.4662	15.4447	3.5454	0.0398	0.5728	0.0473	0.6201	0.1658	0.0452	0.2110		4,312.6147	4,312.6147	0.3196		4,320.6050
Vendor	7.4400e-003	0.2127	0.0615	5.0000e-004	8.6100e-003	1.0200e-003	9.6200e-003	2.6600e-003	9.7000e-004	3.6300e-003		53.8898	53.8898	3.6000e-003		53.9799
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.1342	1.8700e-003	0.1360	0.0373	1.7200e-003	0.0391		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.5758**	**15.7298**	**4.4089**	**0.0425**	**0.7155**	**0.0502**	**0.7657**	**0.2058**	**0.0479**	**0.2537**		**4,587.9886**	**4,587.9886**	**0.3302**		**4,596.2435**

3.5 Building Construction - 2020

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	6.6332	60.8063	53.8250	0.0860		3.3785	3.3785		3.1924	3.1924		8,124.9302	8,124.9302	1.8765		8,171.8437
Total	**6.6332**	**60.8063**	**53.8250**	**0.0860**		**3.3785**	**3.3785**		**3.1924**	**3.1924**		**8,124.9302**	**8,124.9302**	**1.8765**		**8,171.8437**

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	0.0372	1.0635	0.3074	2.5200e-003	0.0640	5.0900e-003	0.0691	0.0184	4.8700e-003	0.0233		269.4491	269.4491	0.0180		269.8995
Worker	1.5331	1.0874	12.0303	0.0334	3.3533	0.0280	3.3813	0.8893	0.0258	0.9151		3,322.2612	3,322.2612	0.1047		3,324.8790
Total	**1.5703**	**2.1509**	**12.3377**	**0.0359**	**3.4173**	**0.0331**	**3.4504**	**0.9077**	**0.0307**	**0.9384**		**3,591.7102**	**3,591.7102**	**0.1227**		**3,594.7785**

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	2.0576	41.2026	56.6693	0.0860		2.4788	2.4788		2.4716	2.4716	0.0000	8,124.9302	8,124.9302	1.8765		8,171.8437
Total	**2.0576**	**41.2026**	**56.6693**	**0.0860**		**2.4788**	**2.4788**		**2.4716**	**2.4716**	**0.0000**	**8,124.9302**	**8,124.9302**	**1.8765**		**8,171.8437**

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	0.0372	1.0635	0.3074	2.5200e-003	0.0430	5.0900e-003	0.0481	0.0133	4.8700e-003	0.0182		269.4491	269.4491	0.0180		269.8995
Worker	1.5331	1.0874	12.0303	0.0334	2.0123	0.0280	2.0403	0.5602	0.0258	0.5860		3,322.2612	3,322.2612	0.1047		3,324.8790
Total	**1.5703**	**2.1509**	**12.3377**	**0.0359**	**2.0553**	**0.0331**	**2.0884**	**0.5734**	**0.0307**	**0.6041**		**3,591.7102**	**3,591.7102**	**0.1227**		**3,594.7785**

3.5 Building Construction - 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					
Off-Road	5.8976	53.9404	53.1354	0.0861		2.8785	2.8785		2.7211	2.7211		8,124.0696	8,124.0696	1.8552		8,170.4498
Total	**5.8976**	**53.9404**	**53.1354**	**0.0861**		**2.8785**	**2.8785**		**2.7211**	**2.7211**		**8,124.0696**	**8,124.0696**	**1.8552**		**8,170.4498**

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	0.0319	0.9689	0.2808	2.5000e-003	0.0640	2.0500e-003	0.0661	0.0184	1.9600e-003	0.0204		267.3455	267.3455	0.0173		267.7770
Worker	1.4305	0.9784	11.0477	0.0323	3.3533	0.0271	3.3804	0.8893	0.0250	0.9143		3,216.7533	3,216.7533	0.0947		3,219.1197

Total	**1.4624**	**1.9473**	**11.3284**	**0.0348**	**3.4173**	**0.0292**	**3.4465**	**0.9077**	**0.0269**	**0.9347**		**3,484.0988**	**3,484.0988**	**0.1119**		**3,486.8967**

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	2.0426	41.0608	56.6561	0.0861		2.4644	2.4644		2.4583	2.4583	0.0000	8,124.0696	8,124.0696	1.8552		8,170.4498
Total	**2.0426**	**41.0608**	**56.6561**	**0.0861**		**2.4644**	**2.4644**		**2.4583**	**2.4583**	**0.0000**	**8,124.0696**	**8,124.0696**	**1.8552**		**8,170.4498**

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	0.0319	0.9689	0.2808	2.5000e-003	0.0430	2.0500e-003	0.0451	0.0133	1.9600e-003	0.0152		267.3455	267.3455	0.0173		267.7770
Worker	1.4305	0.9784	11.0477	0.0323	2.0123	0.0271	2.0394	0.5602	0.0250	0.5851		3,216.7533	3,216.7533	0.0947		3,219.1197
Total	**1.4624**	**1.9473**	**11.3284**	**0.0348**	**2.0553**	**0.0292**	**2.0845**	**0.5734**	**0.0269**	**0.6004**		**3,484.0988**	**3,484.0988**	**0.1119**		**3,486.8967**

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	5.3774	48.5409	52.7070	0.0861		2.4927	2.4927		2.3576	2.3576		8,123.9813	8,123.9813	1.8433		8,170.0626
Total	**5.3774**	**48.5409**	**52.7070**	**0.0861**		**2.4927**	**2.4927**		**2.3576**	**2.3576**		**8,123.9813**	**8,123.9813**	**1.8433**		**8,170.0626**

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	0.0300	0.9208	0.2658	2.4800e-003	0.0640	1.7900e-003	0.0658	0.0184	1.7100e-003	0.0202		264.9703	264.9703	0.0167		265.3866
Worker	1.3435	0.8836	10.1753	0.0311	3.3533	0.0263	3.3795	0.8893	0.0242	0.9135		3,103.7084	3,103.7084	0.0855		3,105.8449
Total	**1.3735**	**1.8044**	**10.4411**	**0.0336**	**3.4173**	**0.0280**	**3.4454**	**0.9077**	**0.0259**	**0.9336**		**3,368.6786**	**3,368.6786**	**0.1021**		**3,371.2315**

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	2.0273	40.9117	56.6410	0.0861		2.4497	2.4497		2.4448	2.4448	0.0000	8,123.9813	8,123.9813	1.8433		8,170.0626
Total	**2.0273**	**40.9117**	**56.6410**	**0.0861**		**2.4497**	**2.4497**		**2.4448**	**2.4448**	**0.0000**	**8,123.9813**	**8,123.9813**	**1.8433**		**8,170.0626**

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	0.0300	0.9208	0.2658	2.4800e-003	0.0430	1.7900e-003	0.0448	0.0133	1.7100e-003	0.0150		264.9703	264.9703	0.0167		265.3866
Worker	1.3435	0.8836	10.1753	0.0311	2.0123	0.0263	2.0385	0.5602	0.0242	0.5843		3,103.7084	3,103.7084	0.0855		3,105.8449
Total	**1.3735**	**1.8044**	**10.4411**	**0.0336**	**2.0553**	**0.0280**	**2.0834**	**0.5734**	**0.0259**	**0.5993**		**3,368.6786**	**3,368.6786**	**0.1021**		**3,371.2315**

3.6 Architectural Coating - 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					
Archit. Coating	28.6411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.4894	12.9667	14.4323	0.0228		0.7085	0.7085		0.6713	0.6713		2,161.0353	2,161.0353	0.4875		2,173.2221
Total	**30.1305**	**12.9667**	**14.4323**	**0.0228**		**0.7085**	**0.7085**		**0.6713**	**0.6713**		**2,161.0353**	**2,161.0353**	**0.4875**		**2,173.2221**

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	5.9900e-003	0.1842	0.0532	5.0000e-004	0.0128	3.6000e-004	0.0132	3.6900e-003	3.4000e-004	4.0300e-003		52.9941	52.9941	3.3300e-003		53.0773
Worker	0.1433	0.0943	1.0854	3.3200e-003	0.3577	2.8000e-003	0.3605	0.0949	2.5800e-003	0.0974		331.0622	331.0622	9.1200e-003		331.2901
Total	**0.1493**	**0.2784**	**1.1385**	**3.8200e-003**	**0.3705**	**3.1600e-003**	**0.3736**	**0.0986**	**2.9200e-003**	**0.1015**		**384.0563**	**384.0563**	**0.0125**		**384.3674**

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	28.6411					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4988	10.3302	15.3789	0.0228		0.5964	0.5964		0.5964	0.5964	0.0000	2,161.0353	2,161.0353	0.4875		2,173.2221
Total	**29.1399**	**10.3302**	**15.3789**	**0.0228**		**0.5964**	**0.5964**		**0.5964**	**0.5964**	**0.0000**	**2,161.0353**	**2,161.0353**	**0.4875**		**2,173.2221**

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	5.9900e-003	0.1842	0.0532	5.0000e-004	8.6100e-003	3.6000e-004	8.9700e-003	2.6600e-003	3.4000e-004	3.0000e-003		52.9941	52.9941	3.3300e-003		53.0773
Worker	0.1433	0.0943	1.0854	3.3200e-003	0.2146	2.8000e-003	0.2174	0.0598	2.5800e-003	0.0623		331.0622	331.0622	9.1200e-003		331.2901
Total	**0.1493**	**0.2784**	**1.1385**	**3.8200e-003**	**0.2233**	**3.1600e-003**	**0.2264**	**0.0624**	**2.9200e-003**	**0.0653**		**384.0563**	**384.0563**	**0.0125**		**384.3674**

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	4.2795	21.7968	57.9863	0.2132	18.2740	0.1812	18.4552	4.8904	0.1690	5.0595		21,711.035 5	21,711.035 5	1.1299		21,739.283 7
Unmitigated	4.2795	21.7968	57.9863	0.2132	18.2740	0.1812	18.4552	4.8904	0.1690	5.0595		21,711.035 5	21,711.035 5	1.1299		21,739.283 7

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	589.36	589.36	589.36	2,267,122	2,267,122
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	702.93	702.93	702.93	2,768,716	2,768,716
High Turnover (Sit Down Restaurant)	893.49	893.49	893.49	2,865,920	2,865,920
Strip Mall	200.60	200.60	200.60	691,932	691,932
Total	2,386.37	2,386.37	2,386.37	8,593,690	8,593,690

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	100	0	0
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	100	0	0
High Turnover (Sit Down Restaurant)	16.60	8.40	6.90	8.50	72.50	19.00	100	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Enclosed Parking with Elevator	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
General Office Building	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
High Turnover (Sit Down Restaurant)	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876
Strip Mall	0.546501	0.044961	0.204016	0.120355	0.015740	0.006196	0.020131	0.030678	0.002515	0.002201	0.005142	0.000687	0.000876

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	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269

NaturalGas Unmitigated	0.1483	1.3320	1.0167	8.0900e-003		0.1024	0.1024		0.1024	0.1024		1,617.3160	1,617.3160	0.0310	0.0297	1,626.9269

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	2676.7	0.0289	0.2467	0.1050	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.9059	314.9059	6.0400e-003	5.7700e-003	316.7773
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
General Office Building	2709.17	0.0292	0.2656	0.2231	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.7255	318.7255	6.1100e-003	5.8400e-003	320.6195
High Turnover (Sit Down Restaurant)	8298.51	0.0895	0.8136	0.6834	4.8800e-003		0.0618	0.0618		0.0618	0.0618		976.2952	976.2952	0.0187	0.0179	982.0968
Strip Mall	62.8098	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3894	7.3894	1.4000e-004	1.4000e-004	7.4333
Total		**0.1483**	**1.3320**	**1.0167**	**8.0800e-003**		**0.1024**	**0.1024**		**0.1024**	**0.1024**		**1,617.3160**	**1,617.3160**	**0.0310**	**0.0297**	**1,626.9269**

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	2.6767	0.0289	0.2467	0.1050	1.5700e-003		0.0199	0.0199		0.0199	0.0199		314.9059	314.9059	6.0400e-003	5.7700e-003	316.7773
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
General Office Building	2.70917	0.0292	0.2656	0.2231	1.5900e-003		0.0202	0.0202		0.0202	0.0202		318.7255	318.7255	6.1100e-003	5.8400e-003	320.6195

High Turnover (Sit Down Restaurant)	8.29851	0.0895	0.8136	0.6834	4.8800e-003		0.0618	0.0618		0.0618	0.0618		976.2952	976.2952	0.0187	0.0179	982.0968
Strip Mall	0.0628098	6.8000e-004	6.1600e-003	5.1700e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004		7.3894	7.3894	1.4000e-004	1.4000e-004	7.4333
Total		**0.1483**	**1.3320**	**1.0167**	**8.0800e-003**		**0.1024**	**0.1024**		**0.1024**	**0.1024**		**1,617.3160**	**1,617.3160**	**0.0310**	**0.0297**	**1,626.9269**

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	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486
Unmitigated	5.7173	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486	0.0000	15.8613	15.8613	0.0155	0.0000	16.2486

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	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.9143					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	0.2694	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486		15.8613	15.8613	0.0155		16.2486
Total	**5.7173**	**0.1015**	**8.8081**	**4.7000e-004**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**15.8613**	**15.8613**	**0.0155**	**0.0000**	**16.2486**

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	0.5336					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.9143					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	0.2694	0.1015	8.8081	4.7000e-004		0.0486	0.0486		0.0486	0.0486		15.8613	15.8613	0.0155		16.2486
Total	**5.7173**	**0.1015**	**8.8081**	**4.7000e-004**		**0.0486**	**0.0486**		**0.0486**	**0.0486**	**0.0000**	**15.8613**	**15.8613**	**0.0155**	**0.0000**	**16.2486**

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

1024 Mateo Street Project
GHG Emissions Impact Compared to "No Action Taken" Scenario

Source	NAT (2022)	As Proposed (2022)	Reduction from NAT	Change from NAT
Area	2	2	-	0%
Energy	3,701	2,147	(1,555)	-42%
Mobile	5,184	3,639	(1,545)	-30%
Waste	155	155	-	0%
Water	345	345	-	0%
Construction	98	98	-	0%
Total Emissions	9,485	6,386	(3,099)	-32.7%

Land Use	NAT	As Proposed	Difference
Land Use	106 live/work; 94,990	106 live/work; 94,990 s	None
Traffic	Up to 1,862 net ADT	Up to 1,862 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)

Appendix B:

Tree Report

10-4-2016

Tree inventory and report
1024 Mateo Street
2023 East Sacramento Street
2018 East Bay Street
Los Angeles, CA 90021
Assessors Parcel Numbers 5166011021 and 516611012

To Whom It May Concern:

On Friday, September 30th 2016 I visited the above-referenced properties in order to examine the existing tree stock so as to provide an index of trees, their location, size and condition.

I discovered 6 trees in total – a group of three trees on the property located at 2023 East Sacramento Street and 3 trees in the parkway strip fronting Mateo Street.

None of these trees qualify for the designation of Protected Tree under the species requirements set down in City of Los Angeles Ordinance 177404.

The trees on Sacramento street consist of 2 of the loathsome Trees of Heaven (*Allanthus altissima*) and one Mexican Fan Palm (*Washingtonia robusta*).

The trees on Mateo street consist of 2 immature volunteer *robusta* Palms and an immature ornamental varital I am unfamiliar with. The 2 Palms are quite small but will, in time, grow upwards to challenge the high-tension wires they are underneath.

Their companion tree, possibly an Acacia, is also quite small. It is poorly anchored and falling over towards the East – a good shove would knock it down comletely – and features a twin-leader trunk which has already suffered a splitting event, leaving both leaders growing out of a fractured trunk about 3' above grade. The presence of a section of rebar sticking up from the ground adjacent suggests that someone planted this tree, possibly from a houseplant, tied the tree to this makeshift stake and then abandoned the tree to its fate.

None of these 3 trees in the parkway strip fronting Mateo Street are viable in their location and all ought to be removed.

The Urban Lumberjack • Quality Tree Care

5937 Great Oak Circle, Los Angeles, CA 90042
(323) 664-9473 • www.theurbanlumberjack.com
Insured • Bonded • CA Lic. #740167

Steve Marshall
ISA Certified Arborist
WE-8830A

As for the trees fronting Sacramento Street, the 2 Trees of Heaven are weedy nuisances, self-seeding and greedy messes with a proven track record of invasive and unwelcome growth and they are overdue for elimination. Their companion Palm is slated for removal in the course of development.

In the index I have detailed these 6 trees, each of which is referenced by a letter designation assigned to each specimen on the enclosed Site Map.

In sum, none of the trees on these lots present an obstacle to development – 5 of them would argue for elimination notwithstanding the forthcoming development and the remaining specimen (the Sacramento Street Palm) is of little tangible value and can be removed at leisure.

Please get in touch if I may provide additional information.

Sincerely yours,

Steve Marshall
ISA Certified Arborist
The Urban Lumberjack LLC

TREE INDEX
PROPERTY ADDRESS 1024 Mateo, 2018 East Bay, 2023 E. Sacramento
Assessors Parcel Numbers 516601121, 516611012

Index Letter	Species	DBH	Height	Spread North/ South	Spread East/ West	Notes on Condition
A.	Mexican Fan Palm *Washingtonia robusta*	10.7"	8'			Vigorous
B.	Tree of Heaven Allanthus altissima	2.7" 2.8" 3.1" 5.2"	22'	17'	19'	The usual multi-trunk weedy mess.
C.	Tree of Heaven Allanthus altissima	4.0" 5.9" 6.5" 6.6" 8.1"	24'	29'	33'	See note above.
D.	Mexican Fan Palm Washingtonia robusta	4.2"	5 ½'			Vigorous, sited in parkway strip, municipal wires overhead
E.	Mexican Fan Palm Washingtonia robusta	17.1"	10'			Vigorous, sited in parkway strip, municipal wires overhead.
F.	Acacia (?)	2.3" 2.5"	7'	5'	4'	Fractured trunk, poorly anchored.

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Steve Marshall
ISA Certified Arborist
WE-8830A

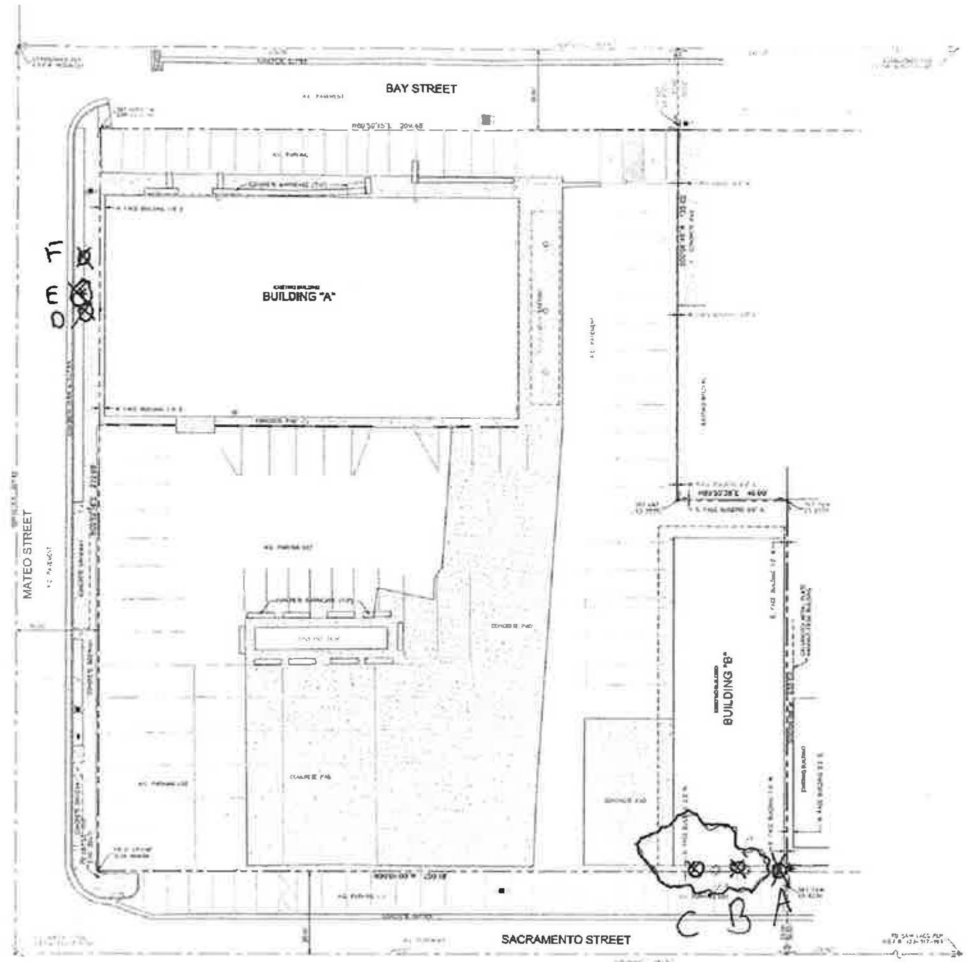
COMMENTS:

EXCEPTIONS:

LEGAL DESCRIPTION:

SURVEYOR'S NOTES:

SURVEYOR'S CERTIFICATE:



LEGEND

PROJECT SITE

VICINITY MAP

A.L.T.A./A.C.S.M.
2016 BAY STREET AND 2025 SACRAMENTO STREET
LOS ANGELES, CALIFORNIA

A.L.T.A. SURVEY	H.J. BURKE, INC.	DATE	REVISIONS
2016 BAY ST., 2025 SACRAMENTO ST. LOS ANGELES, CALIFORNIA			

Appendix C-1:

Archaeological Resources Assessment

Archaeological Resources Assessment for the 1024 Mateo Street Project, Los Angeles, California

APRIL 2019

PREPARED FOR

Mateo Arts, LLC

PREPARED BY

SWCA Environmental Consultants

Archaeological Resources Assessment for the 1024 Mateo Street Project, Los Angeles, California

Prepared for

Mateo Arts, LLC
1875 Century Park East, Suite 1750
Los Angeles, CA 90067
Attn: Daniel A. Abrams and Sammi Shaaya

Prepared by

Chris Millington, M.A., RPA
and
Trevor Gittelhough, M.A., RPA

SWCA Environmental Consultants
51 West Dayton Street
Pasadena, California 91105
(626) 240-0587
www.swca.com

SWCA Project No. 055465.00
SWCA CRRD Report No. 19-220

April 2019

Keywords: CEQA; archaeological sensitivity assessment; City of Los Angeles Department of City Planning; Arts District; Zanja No. 1; residential and industrial refuse and building foundations; 2018 E Bay St, 2016 E Bay St, 2010 E Bay St, 2006 E Bay St, 2006 1/2 E Bay St, 1000 S Mateo St, 1000 1/4 S Mateo St, 1010 S Mateo St, 1012 S Mateo St, 2023 E Sacramento St, 2023 1/2 E Sacramento St, 2019 E Sacramento St, 2019 1/2 E Sacramento St, 2015 E Sacramento St, 2015 1/2 E Sacramento St, 2011 E Sacramento St, 2009 E Sacramento St, 2007 E Sacramento St, 2005 E Sacramento St, 2001 E Sacramento St, 1026 S Mateo St, 1024 S Mateo St, 1020 S Mateo St, 1018 S Mateo St, 1014 S Mateo St; Los Angeles; Hollywood quadrangle; Township 1 South, Range 13 West, Section 9

MANAGEMENT SUMMARY

Purpose and Scope: Mateo Arts, LLC (the Applicant) retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resources sensitivity assessment in support of the proposed 1024 Mateo Street Project located in the city of Los Angeles, California, within the Arts District neighborhood. The Applicant proposes to construct a mixed-income, eight-story mixed-use development containing approximately 106 Live/Work condominiums units and approximately 119,843 square feet of commercial space that includes 13,978 square feet of retail and 13,126 square feet of restaurant space (the Project). The Project site fronts along Mateo, Bay, and Sacramento Streets, and consists of 62,111 square feet (1.43 acres) of lot area. The following report addresses archaeological resources for the purpose of compliance with the California Environmental Quality Act (CEQA) and with relevant portions of Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations (CCR) Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency under CEQA for the Project. This report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), sacred lands file (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood (i.e., sensitivity) of archaeological resources within the Project site and to inform the analysis of potential impacts in accordance with Appendix G of the CEQA Guidelines.

Dates of Investigation: On March 18, 2019 SWCA conducted a confidential search of the CHRIS records at the SCCIC on the campus of California State University, Fullerton. On April XX, 2019, SWCA received the results of a SLF search from the NAHC.

Summary of Findings: This evaluation included a review of historical archival sources and archaeological records. No tribal cultural resources were identified in a CHRIS records search within the project site and a 0.5-mile radius. The SLF records search did not identify any sacred lands or sites in the project site. The closest known sites with Native American-affiliated materials on file at the CHRIS are mapped in approximately 1.5 miles north of the Project site, between the Los Angeles Plaza, Union Station, and MWD Headquarters building. The Gabrielino village known as Yaanga and several other important Historic-period Gabrielino sites (e.g., Pueblito. Rancheria de los Poblanos, and two unnamed rancherias) were located in the same approximate area, more than 1 mile from the Project site. The general proximity of the Project site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for archaeological resources affiliated with Native Americans, particularly for the physical remains of temporary open camps. Subsequent development of the Project site between the 1890s and 1910s, and multiple episodes of redevelopment through the twentieth century would have displaced any former archaeological resources affiliated with Native Americans that were once present on the surface or near surface. Sediment profiles taken from soil sample locations in the Project site are typical of floodplain deposits within the Los Angeles River floodplain and reflect a mixture of high- and low-energy deposition, which is interpreted as reducing the overall archaeological sensitivity for archaeological resources affiliated with Native Americans. Overall, SWCA finds a **low potential for encountering prehistoric and Historic-period Native American archaeological resources** within the Project site.

One segments of the historical zanja system—Zanja No. 1—was historically located approximately 250 feet (76.2 m) from the Project site, between Mateo and Wilson Streets. A second, unnamed branch of the zanja was also mapped 300 feet (91.4 m) east of the Project site. While several overview maps depicting the zanja system trace the route of Zanja No. 1 either within or very near the Project site, an 1891 survey map was able to more precisely and reliably confirm its relative location. The survey map depicts the main channel of Zanja No. 1 as being constructed of a concrete conduit in the parcels northwest of the Project site and then transitioning into a wooden flume, within the former Leck property, directly east of the Project site. The unnamed segment to the east appears to have been constructed as an open earthen ditch, and is described as an "old ditch," possibly an earlier route of the zanja. Because the 1891 survey map was drawn to scale and depicted streets are close to their current alignments, the map can be considered a reliable source for assessing the sensitivity for any physical remains of the zanja system within the Project site, and supports the conclusion that the project site has a **low sensitivity for Zanja No. 1 and any other zanja system components**.

The CHRIS records search and archival research identified five archaeological resources, four of which are Historic-period sites, within a 0.8-km (0.5-mile) radius of the Project site. One additional archaeological site, LAN-4460H, was also identified in the CHRIS search, although it was located outside the 0.5-mile radius. LAN-4460H is a Historic-period archaeological site identified during construction monitoring. The site contained a substantial deposit of domestic items and structural remains associated with residential development between the 1880s and 1920s. Because the historical developments of LAN-4460H so closely resemble those within the current Project site, including the existing conditions at the time of construction, the likelihood of encountering similar Historic-period archaeological resources is considered very high. Historic-period archaeological resources could be preserved below the current ground surface, especially within any sediments identified as artificial fill. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the residential neighborhood from the 1890s to the mid-1920s. Refuse was commonly deposited in trash pits and privies prior to the establishment of sewer lines and trash services. Because these types of historical features were originally excavated into pits, which can extend several feet below the surface, they are frequently found preserved below subsequent modifications. The various industrial uses of the Project site from the mid-1920s through the 1950s are also likely to occur as archaeological deposits such as pieces of refuse, hardware, tools, buildings materials, machine parts, as well as former building foundations or other structural remains. The preservation potential is reduced in at least some portions of the Project site as a result of the construction and removal of some subterranean structures in the Project site after 1970. This includes hydraulic hoists, USTs, island pumps, a grease pit, wash-down drain, and clarifier that were identified in Phase I and II ESAs, and a Site Characterization Report. Overall, SWCA finds the Project site has a **high sensitivity for containing Historic-period (non-Native American) archaeological resources.**

Conclusion: The depth of excavation for the Project is approximately 25 feet below the surface, which would likely require excavation of underlying alluvial sediments and removal of any overlying artificial fill. The potential for unidentified archaeological resources within the Project site is found to be high. If present, any previously unidentified archaeological resources have the potential to be significant under CEQA. The total depth of excavation required for the Project is expected to be approximately 25 feet below the surface. Without mitigation, physical destruction of an archaeological resource eligible for listing in the CRHR would result in a significant impact under CEQA. To address potential impacts to previously undiscovered archaeological resources, the Project will include retaining a qualified archaeologist (MM Arch-1), producing and implementing a detailed ARMMP (MM Arch-2 and Arch-4), and conducting a worker training (MM Arch-3). Doing so will ensure any archaeological sites are identified and determined to be historical resources or unique archaeological resources, to which project-related impacts would be mitigated on the basis of their eligibility under each CRHR criterion and as a unique archaeological resource. Therefore, after mitigation, potential impacts to archaeological resources would be reduced to less than significant under CEQA. The measures described above address potential impacts to archaeological resources. In the event of a discovery of archaeological resources affiliated with Native Americans that might be considered tribal cultural resources, the City's standard condition of approval for the inadvertent discovery of tribal cultural resources will be followed.

Disposition of Data: The final report and any subsequent related reports will be submitted to Arts District Development, LLC; the Los Angeles Department of City Planning; and the SCCIC at California State University, Fullerton. Research materials and the report are also on file at the SWCA Pasadena Office.

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INTRODUCTION

Mateo Arts, LLC (the Applicant) retained SWCA Environmental Consultants (SWCA) to conduct an archaeological resources sensitivity assessment in support of the proposed 1024 Mateo Street Project located in the city of Los Angeles, California, within the Arts District neighborhood. The Applicant proposes to construct a mixed-income, eight-story mixed-use development containing approximately 106 Live/Work condominiums units and approximately 119,843 square feet of commercial space that includes 13,978 square feet of retail and 13,126 square feet of restaurant space (the Project). The Project site fronts along Mateo, Bay, and Sacramento Streets, and consists of 62,111 square feet (1.43 acres) of lot area.

The following report addresses archaeological resources[1] for the purpose of compliance with the California Environmental Quality Act (CEQA) and with relevant portions of Public Resources Code (PRC) Section 5024.1, Title 14 California Code of Regulations (CCR) Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency under CEQA for the Project. This report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), sacred lands file (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood (i.e., sensitivity) of archaeological resources within the Project site and to inform the analysis of potential impacts in accordance with Appendix G of the CEQA Guidelines.

SWCA Senior Archaeologist Chris Millington, M.A., Registered Professional Archaeologist (RPA), managed the project, co-authored the report, and prepared all figures. SWCA Staff Archaeologist Trevor Gittelhough, M.A., RPA, conducted background research and co-authored the report. SWCA Principal Investigator Heather Gibson, Ph.D., RPA, provided additional review of the report. All non-confidential figures in the report are included in Appendix A; Appendix B contains confidential report figures; Appendix C contains the SLF results letter. Copies of the report are on file with the Applicant, City Planning, and the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. All background materials are on file with SWCA's office in Pasadena, California.

PROJECT DESCRIPTION

The Project site is in the city of Los Angeles within the Arts District neighborhood, which is currently characterized with commercial and industrial properties (Figure 1). The Project site consists of 62,111 square feet (1.43 acres) of lot area and fronts along Mateo, Bay, and Sacramento Streets at the following addresses: 2001–2005 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street. The County of Los Angeles Assessor's Office lists the assessor parcel numbers (APNs) as 5166-011-012 and 5166-011-021, which contain lot numbers 73 and 75–84 (Figure 2). Figure 3 includes the former street addresses listed for each of the lots.[2] This location is plotted in Section 9 of Township 1 South, Range 13 West as depicted on the U.S. Geological Survey (USGS) Hollywood, California, 7.5-minute topographic quadrangle (Figure 4).

---

[1] The report pertains only to archaeological resources and distinguishes different types of archaeological sites based on cultural and temporal affiliations, referred to here as prehistoric and Historic-period sites. Assessment of buildings, structures, objects, and other elements of the historical built environment, as well as paleontological and tribal cultural resources, is not included here. For purposes of this report, the terms "archaeological resource" and "archaeological site" are used synonymously; however, any such references are categorically distinct from a "unique archaeological resource" or "historical resources," as defined under CEQA, and should not be used interchangeably. Additional definitions are provided in subsequent sections.

[2] Prior to 1950, 2007 and 2011 E. Sacramento Street were listed as 2005 and 2009 E. Sacrament Street. Subsequent changes to the parcel and lots were associated with additional changes in street address that are not fully detailed in this report. (See below, Results: Archival Research.)

The Applicant proposes to construct a mixed-income, eight-story mixed-use development containing approximately 106 Live/Work condominiums units and approximately 119,843 square feet of commercial space including 13,978 square feet of retail and 13,126 square feet of restaurant space. One level of subterranean parking will serve as a base for the building, which will require no more than 25 feet of excavation below the current grade. The site is currently occupied to the north by a single 17,400-square-foot industrial building used by MV Transportation for bus maintenance and offices, and a 4,800-square-foot structure used for storage. The remainder of the lot is paved with asphalt, which is used for parking, vehicle maintenance, and fueling, and includes some temporary structures. The Project proposes to demolish the extant buildings and asphalt, and excavate up to 25 feet below the current grade.

REGULATORY SETTING

State Regulations

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation (DPR), performs certain duties described in the California PRC and maintains the California Historic Resources Inventory and the California Register of Historical Resources (CRHR). The state-level regulatory framework also includes CEQA, which requires the identification, and mitigation if necessary, of substantial adverse impacts that may affect the significance of eligible historical and archaeological resources.

California Environmental Quality Act

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely affected by a proposed project. Under CEQA, a “project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment” (PRC Section 21084.1). Answering this question is a two-part process: first, the determination must be made whether the proposed project involves cultural resources. Second, if cultural resources are present, the proposed project must be analyzed for a potential “substantial adverse change in the significance” of the resource.

HISTORICAL RESOURCES

According to CEQA Guidelines Section 15064.5, for the purposes of CEQA, historical resources are:

- A resource listed in, or formally determined eligible…for listing in the CRHR (PRC 5024.1, 14 CCR 4850 et seq.).
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significance in a historic resources survey meeting the requirements of PRC Section 5024.1(g).
- Any object, building, structure, site, area, place, record, or manuscript that the lead agency determines to be eligible for national, state, or local landmark listing; generally, a resource shall be considered by the lead agency to be historically significant (and therefore a historic resource under CEQA) if the resource meets the criteria for listing on the CRHR (as defined in PRC Section 5024.1, 14 CCR 4852).

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity (as defined above) does not meet National Register of Historic Places (NRHP) criteria may still be eligible for listing in the CRHR.

According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude the lead agency from determining that the resource may be a historical resource (PRC Section 5024.1). Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines, Section 15064.5[b]).

Substantial Adverse Change and Indirect Impacts to Historical Resources

CEQA Guidelines specify that a "substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, Section 15064.5). Material impairment occurs when a project alters in an adverse manner or demolishes "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" or eligibility for inclusion in the NRHP, CRHR, or local register. In addition, pursuant to CEQA Guidelines Section 15126.2, the "direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."

ARCHAEOLOGICAL RESOURCES

In terms of archaeological resources, PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

(1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
(2) Has a special and particular quality such as being the oldest of its type or the best available example of its type.
(3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2:** It is associated with the lives of persons important in our past.

- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR. While all sites are evaluated according to all four of the CRHR criteria, the eligibility for archaeological resources is typically considered under Criterion 4. Most prehistoric archeological sites are lacking identifiable or important association with specific persons or events of regional or national history (Criteria 1 and 2), or lacking the formal and structural attributes necessary to qualify as eligible under Criterion 3.

An archaeological site may be considered significant if it displays one or more of the following attributes: chronologically diagnostic, functionally diagnostic, or exotic artifacts; datable materials; definable activity areas; multiple components; faunal or floral remains; archeological or architectural features; notable complexity, size, integrity, time span, or depth; or stratified deposits. Determining the period(s) of occupation at a site provides a context for the types of activities undertaken and may well supply a link with other sites and cultural processes in the region. Further, well-defined temporal parameters can help illuminate processes of culture change and continuity in relation to natural environmental factors and interactions with other cultural groups. Finally, chronological controls might provide a link to regionally important research questions and topics of more general theoretical relevance. As a result, the ability to determine the temporal parameters of a site's occupation is critical for a finding of eligibility under Criterion 4 (information potential). A site that cannot be dated is unlikely to possess the quality of significance required for CRHR eligibility or be considered a unique archaeological resource. The content of an archeological site provides information regarding its cultural affiliations, temporal periods of use, functionality, and other aspects of its occupation history. The range and variability of artifacts present in the site can allow for reconstruction of changes in ethnic affiliation, diet, social structure, economics, technology, industrial change, and other aspects of culture.

Treatment of Human Remains

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at CCR Section 15064.5; PRC Section 5097.98 illustrates the process to be followed if remains are discovered. If 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 descendant (MLD) of the deceased Native American.
- The MLD 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 MLD's recommendations, the owner or the MLD may request mediation by the NAHC.

Local Regulations

Los Angeles Historic-Cultural Monuments

Local landmarks in Los Angeles are known as Historic-Cultural Monuments (HCMs) and are under the aegis of the City Planning, Office of Historic Resources (OHR). An HCM, monument, or local landmark is defined in the Cultural Heritage Ordinance as follows:

> [A] Historic-Cultural Monument (Monument) is any site (including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age (Municipal Code Section 22.171.7).

City of Los Angeles General Plan

The Conservation Element of the City of Los Angeles General Plan, adopted in September 2001, contains an objective (II-5) to protect the City's archaeological resources for historical, cultural, research and/or educational purposes. The Conservation Element establishes a policy to "continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition of property modification activities" (City of Los Angeles 2001:II-5–6).

METHODS

The following section presents an overview of the methodology used to identify the potential for archaeological resources within the Project site.

CHRIS Records Search

On March 18, 2019, SWCA conducted a confidential search of the CHRIS records at the SCCIC on the campus of California State University, Fullerton, to identify previously documented cultural resources within a 0.8-km (0.5-mile) radius of the Project site, as well as any selectively chosen outside the radius to aid in the assessment of archaeological resource sensitivity. The SCCIC maintains records of previously documented archaeological resources and technical studies; it also maintains copies of the OHP's portion of the Historic Resources Inventory.

Confidential CHRIS results include specific information on the nature and location of sensitive archaeological sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented archaeological resources and to inform the impact analysis. The search included any previously recorded archaeological resources (i.e., excludes historic buildings) within the Project site and surrounding 0.8-km (0.5-mile) area.

Archival Research

Concurrent with the confidential CHRIS records search, SWCA also reviewed property-specific historical and ethnographic context research to identify information relevant to the Project site. Research focused on a variety of primary and secondary materials relating to the history and development of the Project site, including historical maps, aerial and ground photographs, ethnographic reports, and other environmental data. Historical maps drawn to scale were georeferenced using ESRI ArcMAP v10.5 to show precise relationships to the Project site. Sources consulted included the following publicly accessible data sources: City of Los Angeles OHR (SurveyLA); City of Los Angeles Department of Building and Safety (building permits); David Rumsey Historical Map Collection; Huntington Library Digital Archives; Library of Congress; Los Angeles Public Library Map Collection; Sanborn Fire Insurance Company Maps (Sanborn maps); USGS historical topographic maps; University of California, Santa Barbara, Digital Library (aerial photographs); and University of Southern California Digital Library.

In addition, SWCA reviewed technical reports prepared for the project, including a Site Characterization Report (Buchanan 2015), a Phase I Environmental Site Assessment (ESA) Report (Mahmood 2015), geophysical survey (Feldman 2015), and a Phase II ESA Report (Johannes 2015). Both the Site Characterization Report and Phase II ESA Report included geophysical testing. The Site Characterization report involved four bore holes to a depth of 30.5 feet. The geophysical survey used magnetometers, conductivity meters, metal detectors, and ground-penetrating radar to identify subsurface features (Feldman 2015).

Sensitivity Assessment

In circumstances where a known archaeological resource has not been identified, no previous archaeological studies have been conducted, and subsurface testing is not feasible because of existing developments, the potential for an unidentified resource to be present (i.e., sensitivity) in the form of a buried archaeological site is assessed indirectly. That determination considers past land uses, broadly, and an assessment of whether the setting is capable of containing buried materials (i.e., preservation potential) in the form of an archaeological site. Specific factors are considered for different types of archaeological sites on the basis of their cultural-temporal affiliation. Specifically, SWCA assessed the sensitivity of the Project site for archaeological resources associated with Prehistoric and Historic-period Native Americans, and those affiliated with non-Native Americans from the Historic-period. Lacking any data evidence for the presence or absence of archaeological material below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high. In general, areas with a favorable setting for habitation or temporary use, soil conditions capable of preserving buried material, and little to no disturbances are considered to have a high sensitivity. Areas lacking these traits are considered to have low sensitivity. Areas with a combination of these traits are considered to have moderate sensitivity.

In assessing the sensitivity for archaeological resources affiliated with Native Americans, SWCA considers whether the location was favorable for Native American habitation. Indicators of favorable habitability for Native Americans are proximity to natural features (e.g., perennial water source, plant or mineral resource, animal habitat), other known sites, flat topography, and relatively dry conditions. Sensitivity for Native American-affiliated resources also considers Gabrielino ethnographic studies that describe the location of former Native American settlements, foraging and other indigenous land-use behaviors, as well as regional studies of archaeological site distribution. Assessing the sensitivity of Historic-period archaeological resources considers historical land uses on the basis of available documents including maps, photographs, permits, oral histories, and other documents. Sites with developments in the nineteenth or early twentieth centuries are considered to have increased archaeological sensitivity.

Preservation potential for both types of resources considers whether the physical setting is capable of containing buried archaeological materials and whether any such materials once present have been destroyed, removed, or otherwise not preserved at the location, either because of natural causes (e.g., erosion, flooding) or historical development. The preservation potential relies on an understanding of existing soil conditions and site history. In urban settings, site-specific soil conditions are obtained through geotechnical studies. More generalized information on existing soil conditions for a given location is also assessed on the basis of soil surveys and geologic studies. For areas in which there was intensive historical use that modified the surface and near-surface (e.g., from grading or large-scale excavation), or for areas where there is evidence that the preservation potential is poor, there is reduced sensitivity.

ENVIRONMENTAL SETTING

The Project site is in the Los Angeles Basin, a broad, level plain defined by the Pacific Ocean to the west, the Santa Monica Mountains and Puente Hills to the north, and the Santa Ana Mountains and San Joaquin Hills to the south. This extensive alluvial wash basin is filled with Quaternary alluvial sediments deposited as unconsolidated material eroded from the surrounding hills. Several major watercourses drain the Los Angeles Basin, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. The Project site and vicinity are within a fully urbanized setting on an open aspect plain at an elevation of 74 meters (243 feet) above mean sea level. This site is located in the northern portion of the Peninsular Ranges Geomorphic Province and approximately 6 miles south of the Raymond Fault Zone. The Project site is on a broad alluvial plain with a slightly southern aspect, located south of the Santa Monica Mountains and west of the Los Angeles River.

The south-flowing Los Angeles River is currently located approximately 0.5 km (0.31 mile) east of the Project site; however, historically the channel has shifted courses several times during flood events, with the main channel shifting its location relative to the Project site twice in the last 100 years (Figure 5). The first recorded shift of the river occurred in 1815 when floodwaters overflowed the former channel, shifting the course, previously located to the east of the Project site, at least 0.8 km (0.5 mile) to the southwest, near the present route of North Spring Street, now west of the Project site. That flood destroyed structures built as part of the original Los Angeles Pueblo and is presumed to have also destroyed a Native American village site (Yaanga) also located north of the Project site (Gumprecht 2001:139–141). At that time and before 1825, the river flowed west within the Los Angeles Basin, discharging into the Ballona Wetlands along what is now Ballona Creek, near Santa Monica. Flooding in 1825 then produced the most dramatic shift historically observed in the river's course as the newly formed channel overflowed its banks and shifted its course again, relocating the channel back east of the Project site, now flowing fully south and emptying into the bay near San Pedro. Subsequent shifts occurred along the braided streams within the broader, south-flowing flood plain. The Los Angeles River flooded multiple times, including a catastrophic flood in 1938. Flood events such as these can produce substantial deposits of alluvial sediments within the respective floodplains. Alluvial terraces formed where flooding water eroded into adjacent hillsides. In the downtown Los Angeles area, the backslopes in the location of Bunker Hill delineate the edge of the historical floodplain.

The earliest soil surveys of the area were conducted before 1920 as county-wide effort focused on agricultural productivity. The report from 1919 define the soils in the Project site as the Hanford loam series (Nelson et al. 1919:55). Hanford loam is described as varying between 12 and 72 inches deep, consisting of a brown, friably, light-textured, micaceous loam. While the soil unit generally lacked gravel inclusions, the study notes that small patches and low strips of gravel occur in the courses of streamways where flooding had occurred, as in an area north of Exposition Park in the former westward course of the Los Angeles River. Contemporary soil reports from the U.S. Department of Agriculture, Soil Conservation Service still retain approximately the same description for the Hanford series. Other recent works published by the California Geological Survey synthesized previous studies of the surficial geology and designated a more detailed typology (Bedrossian and Roffers 2012; Bedrossian et al. 2012:16). According to the Bedrossian and Roffers (2012) map, the Project site falls within surficial deposits defined as Young Alluvial Valley Deposits (abbreviated Qya), which were created during the late Pleistocene and Holocene—after approximately 11,700 years ago and before approximately 1000 years ago. The Qya unit is further divided into subunits. The Project site is in the Qya2 subunit (Figure 5), defined for sediments deposited in the late Pleistocene. Qya soils generally consist of unconsolidated to slightly consolidated, undissected to slightly dissected clay, silt, sand, and gravel along stream valleys and alluvial flats of large rivers (the Los Angeles River). The spatial extent of the Qya unit generally correlates with the Hanford loam described in 1919.

Preliminary results of the geotechnical report prepared for the Project (in preparation) identified up to 2 feet of artificial fill in the Project site. Limited soil testing in the Project site was conducted in 2015 by Certified Environmental Consultants, Inc. (CEC) as part of a Phase II ESA (Johannes 2015). The Phase II ESA also included a geophysical survey completed by Geovision Geophysical Services (GGS), which used magnetometers, high-frequency metal detectors, and ground-penetrating radar equipment to search for underground storage tanks (Feldman 2015). The GCS survey identified several surficial metallic objects and three sub-surface anomalies, none of which were considered to be consistent with a large underground storage tank (Feldman 2015). Further results of the geophysical survey are discussed below (see Results: Archival Research).

Anderson Environmental conducted additional soil testing in 2015 and summarized the results in a Site Characterization Report (Buchanan 2015). For their study, Anderson Environmental drilled four bores with six-inch samples taken at 5-foot intervals to a depth of 30 feet below grade. Bore logs completed for the sample locations characterized the soil composition at each of the sample depths. The sediment profiles identified multiple alluvial layers of fine-grained sand and silty sand, some with gravel inclusions, extending down to 10 to 30 feet. Below this the soil consisted of poorly graded sand. Three of the bores identified a stratum of decomposing granite mixed with sand between 15 and 25 feet below the surface.

CULTURAL SETTING

Prehistory

Prehistoric Overview

In the last several decades, researchers have devised numerous prehistoric chronological sequences to aid in understanding cultural changes in southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four horizons are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's 1955 synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates obtained by southern California researchers in the last three decades (Byrd and Raab 2007:217). As such, several revisions were subsequently made to Wallace's 1955 synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The summary of prehistoric chronological sequences for southern California coastal and near-coastal areas presented below is a composite of information in Wallace (1955) and Warren (1968), as well as more recent studies, including Koerper and Drover (1983).

HORIZON I: EARLY MAN (CA. 10,000–6,000 BC)

The earliest accepted dates for archaeological sites on the southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area approximately 10,000 years ago (Erlandson 1991:105). On

Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002). Present-day Orange and San Diego counties contain several sites dating from 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006). Although the dating of these finds remains controversial, several sets of human remains from the Los Angeles Basin (e.g., "Los Angeles Man," "La Brea Woman," and the Haverty skeletons) apparently date to the Middle Holocene, if not earlier (Brooks et al. 1990; Erlandson et al. 2007:54).

Recent data from Horizon I sites indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002), and a greater emphasis on large-game hunting inland.

HORIZON II: MILLING STONE (6,000–3,000 BC)

Set during a drier climatic regime than the previous horizon, the Milling Stone horizon is characterized by subsistence strategies centered on collecting plant foods and small animals. The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates) and handstones (manos). Recent research indicates that Milling Stone horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

HORIZON III: INTERMEDIATE (3,000 BC–AD 500)

The Intermediate horizon is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. An increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites from this horizon along the California coast. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks became part of the toolkit during this period. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment and signaling a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993).

HORIZON IV: LATE PREHISTORIC (AD 500–HISTORIC CONTACT)

In the Late Prehistoric horizon, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric horizon, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points suggests increased use of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Steatite cooking vessels and containers are also present in sites from this time, and there is an increased presence of smaller bone and shell circular fishhooks; perforated stones; arrow shaft straighteners made of steatite; a variety of bone tools; and personal ornaments such as beads made from shell, bone, and stone. There was also an increased use of asphalt for waterproofing and as an adhesive. Late Prehistoric burial practices are discussed in the Ethnographic Overview section below.

By AD 1000, fired clay smoking pipes and ceramic vessels were being used at some sites (Drover 1971, 1975; Meighan 1954; Warren and True 1961). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that occupants were trading with neighboring groups to the south and east for ceramics. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren's (1968) cultural ecological scheme, the period between AD 500 and European contact, which occurred as early as 1542, is divided into three regional patterns: Chumash (Santa Barbara and Ventura counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). The seemingly abrupt introduction of cremation, pottery, and small triangular arrow points in parts of modern-day Los Angeles, Orange, and western Riverside counties at the beginning of the Late Prehistoric period is thought to be the result of a Takic migration to the coast from inland desert regions. Modern Gabrielino, Juaneño, and Luiseño people in this region are considered the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast in this period.

Ethnographic Overview

The Project site is in an area historically occupied by the Gabrielino (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Surrounding native groups included the Chumash and Tatataviam/Alliklik to the north, the Serrano to the east, and the Luiseño/Juaneño to the south. There is well-documented interaction between the Gabrielino and many of their neighbors in the form of intermarriage and trade.

The name "Gabrielino" (sometimes spelled Gabrieleno or Gabrieleño) denotes those people who were administered by the Spanish from Mission San Gabriel. This group is now considered a regional dialect of the Gabrielino language, along with the Santa Catalina Island and San Nicolas Island dialects (Bean and Smith 1978:538). In the post-European contact period, Mission San Gabriel included natives of the greater Los Angeles area, as well as members of surrounding groups such as Kitanemuk, Serrano, and Cahuilla. There is little evidence that the people we call Gabrielino had a broad term for their group (Dakin 1978:222); rather, they identified themselves as an inhabitant of a specific community with locational suffixes (e.g., a resident of Yaanga was called a Yabit, much the same way that a resident of New York is called a New Yorker; Johnston 1962:10).

Native words suggested as labels for the broader group of Native Americans in the Los Angeles region include Tongva (or Tong-v; Merriam 1955:7–86) and Kizh (Kij or Kichereno; Heizer 1968:105), although there is evidence that these terms originally referred to local places or smaller groups of people within the larger group that we now call Gabrielino. Nevertheless, many present-day descendants of these people have taken on Tongva as a preferred group name because it has a native rather than Spanish origin (King 1994:12). The term Gabrielino is used in the remainder of this report to designate native people of the Los Angeles Basin and their descendants.

The Gabrielino subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the Early Intermediate period). Inhabitants supplemented acorns with the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

The Gabrielino used a variety of tools and implements to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Gabrielino people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Gabrielino religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Remains were buried in distinct burial areas, either associated with villages or without apparent village association (Altschul et al. 2007). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Dakin 1978:234–365; Johnston 1962:52–54; McCawley 1996:155–165).

Native American Communities in Los Angeles

The Project site is within the traditional territory of the Gabrielino (King 2004; McCawley 1996:36–40). In general, it has proven very difficult or impossible to establish definitively the precise location of Native American villages occupied in the Ethnohistoric period (McCawley 1996:31–32). Native American place names referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location. Instead, in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features subject to change over generations (see Johnston 1962:122). Many of the villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point the former village sites were affected by urban and agricultural development, and Native American lifeways had been irrevocably changed. Alternative names and spellings for communities, and conflicting reports on their meaning or locational reference, further confound efforts at relocation. McCawley quotes Kroeber (1925:616) in his remarks on the subject, writing that “the opportunity to prepare a true map of village locations ‘passed away 50 years ago’” (McCawley 1996:32). Thus, even with archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

Although the precise location of any given village is subject to much speculation, it is clear the greater Los Angeles area once contained many Gabrielino villages, including several concentrated along the banks of major waterways and near the coast (Figure 6). This type of settlement pattern concentrated along waterways is reflected in historical maps published by the Southwest Museum (1962; reprinted in Johnston 1962) and George Kirkman (1938), shown here with the Project site plotted in Figure 7 and Figure 8, respectively. Maps such as these convey a general sense of significant historical areas based on the geographic information available at the time and are considered as a representational depiction of these locations rather than explicit geographic points.

The closest ethnographically documented village to the Project site is Yaanga (alternative spellings and names include Yang-na, Yangna, and Yabit). Though the actual location is disputed, generally Yaanga is believed to have been located near present-day Union Station (McCawley 1996:57), approximately 2.7 km (1.7 miles) north northwest of the Project site (Figure 9) [3]. Historical records place Yaanga near Los Angeles's original plaza, located near present-day Union Station. Historians and archaeologists have presented multiple possible village locations in this general area; however, like the pueblo itself, it is likely that the village was relocated from time to time due to major shifts of the Los Angeles River during years of intense flooding. Dillon (1994) presented an exhaustive review of the potential locations, most within several blocks of the pueblo plaza. Johnston (1962:122) concluded that "in all probability Yangna lay scattered in a fairly wide zone along the whole arc [from the base of Fort Moore Hill to Union Station], and its bailiwick included as well seed-gathering grounds and oak groves where seasonal camps were set up." A second village, known as Geveronga, has also been described in ethnographic accounts as immediately adjoining the Pueblo of Los Angeles, though much like Yaanga, its location can only be inferred from ethnographic information (McCawley 1996:57).

Aside from the ethnographic evidence suggesting the location of these villages, little direct, indisputable archaeological evidence for the location of either village has been produced to date. Archaeological materials reportedly were unearthed during the construction of Union Station in 1939, and "considerably more" in 1970 during the rebuilding of the Bella Union Hotel on the 300 block of North Main Street (Johnston 1962:121; Robinson 1979:12). The preponderance of available evidence indicates that there were one or more early Historic-period Native American communities west of the Los Angeles River near the original pueblo site. This assumption is supported through several lines of ethnographic evidence, including the expedition journal of Fr. Juan Crespi and engineer Miguel Costansó, both of whom were associated with the 1769 Portolá expedition. The notes from these sources indicate the village was located between 2.0 and 2.4 km (1.3 and 1.5 miles) west-southwest from the Los Angeles River on high-level ground. The Pueblo of Los Angeles was documented to have been founded directly adjacent to this village. The location of Yaanga was also referenced by long-time Los Angeles resident Narciso Botello and Gabrielino consultant José María Zalvidea, who indicated that Yaanga was originally located adjacent to the original site of the Los Angeles plaza (Morris et al. 2016:112).

After the settlement of Los Angeles in 1781, Yaanga faced many new challenges because of its proximity to the new city. The history of the indigenous inhabitants after the incorporation of the City of Los Angeles is one of forced relocation and adaptation. The Native Americans who left the newly secularized mission lands and came to Los Angeles attempted to resettle near the original location of Yaanga, choosing a location near First and Los Angeles Streets called Rancheria de Los Poblanos. This rancheria existed for approximately 10 years, between 1826 and 1836, after which the indigenous population was again forced to relocate, to a plot of land near Commercial and Alameda Streets (Morris et al. 2016).

This rancheria existed for approximately another 10 years, between 1836 and 1845, during which nearby land owners attempted to forcibly relocate them to obtain more land for agricultural use. When they were

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[3] Historical points of reference relevant to the former Yaanga village site discussed in this section are depicted in Figure 7. The map also includes other ethnographically significant locations that are discussed in the previous section. These include the former courses of the Los Angeles River (as reported by Gumprecht 2001), the Los Angeles Plaza, former locations of the Aliso Tree and Bella Union Hotel, multiple locations of Yaanga described in various documents, and several rancherias occupied by Gabrielino during the Mexican and early Historic periods. The sites are plotted on a topographic prepared by Crandell (2010), which depicts historical contours and former stream courses, as well as elements of the built environment, including zanjas and city blocks that formed the "Lower District" (now downtown Los Angeles).

finally successful, the Native American community was once again forced to relocate even further east, across the Los Angeles River to a site called Pueblito, which itself was razed in 1847, at which time legislation was passed to require the indigenous population to live in dispersed settlements or with their employers throughout the city. Other indigenous villages and community sites were present throughout the city concurrently with Rancheria de los Poblanos, including numerous smaller settlements along Commercial Street, and another Rancheria, Rancheria de los Pipimares, within downtown Los Angeles along 7th Street.

History

Post-contact history for the state of California is generally divided into three periods: the Spanish period (1769–1822), Mexican period (1822–1848), and American period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American period, when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabríllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1886:96–99; Gumprecht 2001:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring Southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula or "Our Lady the Queen of the Angeles of the Porciúncula." Two years later, Fr. Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Engelhardt 1927). In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles ("the Pueblo of the Queen of the Angels"). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles ("City of Angels").

A major emphasis during the Spanish period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population.

Mexican Period (1822–1848)

After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants.

Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

War in 1846 between Mexico and the United States began at the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. This battle was a defeat for the Americans and bolstered the Californios' resolve against American rule, emboldening them to continue the offensive in later battles at Dominguez Field and in San Gabriel (Beattie 1942). However, this early skirmish was not a sign of things to come and the Americans were ultimately the victors of this two-year war. The Mexican–American War officially ended with the Treaty of Guadalupe Hidalgo in 1848, which resulted in the annexation of California and much of the present-day southwest, ushering California into its American period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. territories. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848; with the influx of people seeking gold, cattle were no longer desired mainly for their hides, but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 1941).

On April 4, 1850, only two years after the Mexican–American War and five months prior to California's achieving statehood, Los Angeles was officially incorporated as an American city. Settlement of the Los Angeles region continued steadily throughout the Early American period. Los Angeles County was established on February 18, 1850, one of 27 counties established in the months prior to California's acquiring official statehood in the United States. At that time, the city was bordered on the north by the Los Felis and the San Rafael Land Grants and on the south by the San Antonio Luge Land Grant. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ranching retained its importance through the mid-nineteenth century, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, the county had a population of 30,000 (Dumke 1944:7). Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944). By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the City's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Los Angeles: From Pueblo to City

On September 4, 1781, 44 settlers from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site along the Rio de Porciúncula (later renamed the Los Angeles River), which was officially declared El Pueblo de Nuestra Señora de los Angeles de Porciúncula, or the Town of Our Lady of the Angels of Porciúncula (Robinson 1979:238; Ríos-Bustamante 1992; Weber 1980). The site chosen for the new pueblo was elevated on a broad terrace 0.8 km (0.5 mile) west of the river (Gumprecht 2001). By 1786, the area's abundant resources allowed the pueblo to attain self-sufficiency, and funding by the Spanish government ceased.

Efforts to develop ecclesiastical property in the pueblo began as early as 1784 with the construction of a small chapel northwest of the plaza. Though little is known about this building, it was located at the pueblo's original central square near the corner of present-day Cesar Chavez Avenue and North Broadway (Newcomb 1980:67–68; Owen 1960:7). Following continued flooding, however, the pueblo was relocated to its current location on higher ground, and the new town plaza soon emerged.

Alta California became a state in 1821, and the town slowly grew as the removal of economic restrictions attracted settlers to Los Angeles. The population continued to expand throughout the Mexican period and on April 4, 1850, only 2 years after the Mexican–American War and 5 months prior to California earning statehood, the City of Los Angeles was formally incorporated. Los Angeles maintained its role as a regional business center in the early American period and the transition of many former rancho lands to agriculture, as well as the development of citriculture in the late 1800s, further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977; Dumke 1944).

Newcomers poured into the city, nearly doubling the population between 1870 and 1880, resulting in an increased demand for public transportation options. At the end of the nineteenth century numerous privately owned passenger rail lines were in place. Though early lines were horse and mule drawn, they were soon replaced by cable cars in the early 1880s and by electric cars in the late 1880s and early 1890s. Many of these early lines were subsequently consolidated into Henry E. Huntington's Los Angeles Railway Company (LARy) in 1898, which reconstructed and expanded the system into the twentieth century and became the main streetcar system for central Los Angeles, identified by their iconic "yellow cars." During this period, Huntington also developed the much larger Pacific Electric system (also known as the "red cars") to serve the greater Los Angeles area. Just as the horse-and-buggy street cars were replaced by electric cars along the same routes, gas-powered buses (coaches) eventually served former yellow car routes. Both the red cars and LARy served Los Angeles until they were eventually discontinued in the early 1960s.

Los Angeles continued to grow outward from the city core in the twentieth century in part due to the discovery of oil and its strategic location as a wartime port. The military presence led to the growth in the aviation and eventually aerospace industries in the city and region. Hollywood became the entertainment capital of the world through the presence of the film and television industries and continues to tenuously maintain that position. With nearly 4 million residents, Los Angeles is the second largest city in the United States (by population), and it remains a city with worldwide influence that continues to struggle with its population's growth and needs.

THE LOS ANGELES ZANJA SYSTEM

From Los Angeles' beginnings as a small pueblo, water was understood as a crucial force to control and use if the city was to survive. Since the 1770s, a canal known as the Zanja Madre had been diverting water from the Los Angeles River to the camp that would become the Pueblo of Los Angeles. The pueblo's residents used this water for ranching, agriculture, drinking, bathing, and washing clothes (Newmark 1977). Though gravity was sufficient to force the water down the zanja onto the pueblo lands, the flow of water was not smooth and continuous as the ditch was frequently impeded by debris and damaged during heavy rainfall. Though at this time the maintenance of the zanja was the responsibility of all residents of the pueblo, the ayuntamiento (town council) realized early on that one person had to be in charge of ensuring the functionality of the zanja and to regularly inspect it. To this aim the ayuntamiento appointed a rotating position known as the zanjero, whose job was to properly inspect, maintain, and coordinate repairs of the zanja. Every week a new City official would be in charge of the zanjas and every head of household was required to contribute some share, be it monetary, or labor, to the maintenance of the zanjas, though many simply supplied Native American labor in order to fulfill their contribution (Gumprecht 2001:60; Hoffman and Stern 2007:3).

Californians were still using the using the publicly owned zanjas after California's entrance into the union, and by this time the roles and duties of the zanjero had ballooned and he was in charge of issuing permits, overseeing deputy zanjeros, and collecting fees. Because the position had become so important, Mayor Stephen Foster established a permanent zanjero position, eliminating the rotating schedule that was used during the Spanish and Mexican periods, and providing stability to the office. The position quickly became one of the most important appointed positions in Los Angeles (Gumprecht 2001:60). At the time property owners were still "required to contribute a certain amount of time…" to devote to maintaining the zanja, underlying the importance of the zanja system to the young city (Gumprecht 2001:60). Though the duties and importance of the zanjeros changed over time, one thing that remained constant from the Spanish into the American period was the importance of Native American labor in the pueblo's functioning; not only did Native American laborers make up the majority of the farm labor, fixing the zanja often fell upon their shoulders (Hoffman and Stern 2007:3–4).

As the budding city grew, new zanjas needed to be built to irrigate increasingly more farmlands. In 1857 the first offshoot was completed—Zanja No. 1, which ran between Alameda Street and the Los Angeles River. By 1870 there were a total of eight zanjas covering approximately 80 km (50 miles) that connected to the Zanja Madre (Figure 10). At this early time the zanjas were little more than earthen ditches; none were covered or lined, allowing residents to easily steal water.

Though the zanjas were a crucial water supply in early Los Angeles, they also served as waste disposal and a sewer system for early residents (Sklar 2008:19). Dead animals were frequently found in the zanjas. and in some cases even deceased people. Not surprisingly, dysentery during this period was common. Despite the public knowledge that the zanja water was unsanitary people continued bathing, washing, and dumping in the zanjas. Over time the City attempted to stop the constant bathing and washing in the main zanja; however, even after a law was passed explicitly prohibiting "bathing, washing clothes, dumping refuse, and the slaughter of cattle in the zanjas," all practices remained commonplace (Gumprecht 2001:62). Zanja No. 8 was singled out as being exceptionally foul, and one City official even recommended that all drainages to other zanjas from Zanja No. 8 be cut off so as to preserve the others. As residents became fed up with the contamination of the zanjas, Angelenos realized that sewers were necessary.

The first sewer was privately constructed for the Bella Union Hotel, which used a square wooden pipe crossing Los Angeles Street to a connection with the zanja. At this time in the early 1860s, however, City engineers were focused more on mapping, constructing sidewalks, and installing lights than on developing a sewer network. After the Civil War, more settlers arrived in Los Angeles and within a few years the need for a sewer system became apparent. Despite the public awareness of sewage problems, sewer construction continued at a haphazard pace and without massive public investment until 1885, at which point the completion of the railroad to the city had cause exorbitant growth in overall population and density, and the sewage problem had become dire (Sklar 2008).

The zanjas all began their lives as crudely constructed earthen ditches; however, over time it became necessary to modernize and update the zanjas. This first happened in 1877 when the City created its first comprehensive plan to improve and extend the zanjas using a bond measure of $75,000. Sometime during this period many of the original zanjas were upgraded to cement or wrought iron pipe. Useful in determining the status of each zanja during this period is William Hall's 1888 study on irrigation in California. In this work, Hall describes each zanja segment, providing information on construction type and length. Hall used the terms "low service" and "high service" to reference locations where the zanja diverted water from the Los Angeles River, and separated the city's irrigation works into eastern and western districts based on the location with respect to the river.

By 1888, nearly 50 percent of the zanjas in Los Angeles were made of some type of conduit, be it wooden flumes, cement- or masonry-lined canals, cement and iron pipe, or brick culverts. In one section of Hall's report he estimates the cost of the zanja system to-date and his explanation for the difficulty of such a task provides important information on the materials and integrity of the various segments.

> The difficulty of arriving at the original cost of works, constructed by 'piecemeal,' in a period of twelve years, under no definite plan, and supervised by successive city officials (and this refers only to the works regarded as permanent and not to the long-built earthen ditches) changes almost every year, without any system of keeping accounts of construction segregated from ordinary maintenance expense, can scarcely be appreciated until one attempts the task. Much of the work has been done several times over; ditches have been flumed, and after a time the flumes replaced with pipe; pipe-lines have been, locally but radially, altered and enlarged; iron pipe substituted for cement pipe, and vice

> versa; and no small part of the work has been abandoned and fallen into disuse (Hall 188: 547–548).

Many projects to improve the system, such as constructing a tunnel to replace part of the Zanja Madre, were started but never completed (Hall 1888: 565). Though the zanjas were improved greatly between 1870 and 1888, when Hall conducted his study, the water system in Los Angeles was crude and not in-keeping with the rapid development occurring. The last twenty years of the nineteenth century brought many changes to Los Angeles; the real estate boom of the 1880s created a fivefold population increase in the city by 1890. This population increase had the added result of decreasing the city's irrigation needs, as many of the original vineyards and orchards had already been abandoned, while also increasing the city's domestic water needs (Hoffman and Stern 2007:19). Two years after Hall's 1888 survey the zanjas began to be abandoned, starting first with Zanja No. 5. Slowly property owners began requesting zanjas be abandoned, as the unused structures now served as impediments to development, and fertile land that once held rows of orchards and vines was now far more valuable for homes (Gumprecht 2001:89). By 1904 all the zanjas had been abandoned; most were filled in, although some continued to be used as sewers (Hoffman and Stern 2007:19).

Los Angeles continued to grow outward from the city core in the twentieth century in part due to the discovery of oil and its strategic location as a wartime port. The military presence led to the aviation and eventually aerospace industries having a large presence in the city and region. Hollywood became the entertainment capital of the world through the presence of the film and television industries. With nearly four million residents, Los Angeles is the second largest city in the United States (by population), and it remains a city with worldwide influence that continues to struggle with its population's growth and needs.

Zanja No. 1

This Zanja segment was documented by Hall in 1888 as part of the low service system of the western district. At this time of Hall's inventory, Zanja No. 1 was constructed in three different ways across a length of 3573.7 m (11,725 feet) that extended from the end of Zanja 6-1, south to the city boundary (Figure 10). Of this length, 2933.7 m (9,625 feet) was described as open ditch, 396.24 m (1,300 feet) of 40.6 cm (16-in.) cement pipe, and 243.84 m (800 feet) of wooden flume (Hall 1888:545). Beginning at First Street, Zanja No. 1 flowed down Hewitt Street in a box flume and across Second and Third Streets before it turned east where it split with Zanja No. 2 at Fourth Street. Here at least some of its cement pipe construction was present as it was exposed by Mr. Ghiotto, Central District Supervisor of the Water Distribution Division, in 1948 (Layne 1957). Upon reaching Molino Street it turned south and ran parallel to the street, across Palmetto Street and down Mateo and Lemon Streets to the city limits, where it divided into additional channels that extended to the orchards and vineyards further south (Gumprecht 2001:77). At 7th Street it was split into two distinct channels that passed on either side of Lorenzo Leck's vineyard. The western channel was recorded in a parcel map as being constructed of both concrete pipe and as a wooden box flume, indicating that it was the primary distribution as the eastern channel had no indications of modification (discussed in detail below in Results: Archival Research).

Historical Development of the Arts District Neighborhood

Maps and illustrations depicting pre-1880s Los Angeles capture an important, pre-industrial phase of the city's history, before small farms gave way to residential, commercial, and industrial developments. These documents depict the Project site within what was, for most of the nineteenth century, one of several abutting agricultural properties—mostly vineyards, but also fruit and nut trees—located immediately south of the city's historic core and west of the Los Angeles River (Figure 11–Figure 13). Farms in this area varied in size and shape—ranging up to approximately 50 acres with boundaries defined within a non-linear street grid—and were irrigated by water from Zanja Nos. 1, 2, 3, and 4 (Figure 10). The 1880s population boom resulted quickly in the subdivision of these small farms into lots, which were sold for primarily residential and commercial properties.

Through the late 1890s and first decade of the twentieth century, the area showed signs of residential development within what is now known as the Arts District neighborhood. By 1906, the Project site was mostly developed—only two lots of the block remained undeveloped. The Wood and Iron Preserving Company and the Los Angeles Cooperage Company are among some of the industrial facilities nearby. However, larger scale industrial and commercial developments quickly came to define the area. The rapid industrialization of the neighborhood was heavily influence by its proximity to several railways and freight depots. Atchison, Topeka, and Santa Fe (AT&SF) Railway, built in 1887, ran just east of the Project site along the Los Angeles River, while Southern Pacific Railway tracks ran along Alameda Street to the west. By 1906 a rail line extended west from the main AT&SF railroad through Sacramento Street, and another along the southern edge of Violet Street, splitting into eight different spurs by the time it reached Wilson Avenue. The City Council's decision to create an industrial district between Main Street and the river, and subsequent zoning changes in the 1910s quickened the conversion of the area into a fully industrial sector, with few remaining residences and an increasing number of manufacturers establishing warehouses and other facilities (Bray and Strauss 2015). Smaller gauge railroad spurs were constructed along many of the smaller streets to connect each block to the primary rail lines. By the 1930s very few dwellings or residential buildings remained in the neighborhood otherwise characterized by commercial properties such as restaurants, drug stores, and general stores situated between industrial facilities (Figure 14 and Figure 15). As is the case with several of the former dwellings once located in the Project site, many of the houses were relocated from the Arts District area to other locations in the city.

With the growth in automobile sales and the demise of Los Angeles's public transportation system, many of the freight railroads and light-rail passenger trains gave way to the trucking industry, bus lines, and personal automobiles. The 2016 SurveyLA report on the Central City North Community Plan Area by the Historic Resource Group (HRG) describes the post-1950s development of the Arts District neighborhood as follows (footnotes in the original are converted here to in-text citations):

> By the 1960s, however, the character of the area was evolving away from that of an industrial center. Industry on the whole struggled to adapt to the postwar challenges of containerization and other new technologies (Los Angeles Conservancy 2016). Railroads had given way to the trucking industry, and businesses in the area were constrained by the physical demands such methods placed on their operations. Furthermore, outlying fledgling industrial centers such as Vernon and the City of Commerce were comparatively undeveloped and offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities (Miller 2014:28). As a result, by the 1970s many buildings in the industrial district were vacant.
>
> However, the area found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in vast warehouse buildings (Los Angeles Conservancy 2016). Soon, the area was home to a number of avant-garde art galleries, giving rise to the group of early artists now called the "Young Turks" (Miller 2014). Many of the area's most prominent industrial buildings found new life as gallery space and underground hangouts for a burgeoning art and music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts (Los Angeles Conservancy 2016). In the mid-1990s, the area was officially designated as the Arts District by the City. A subsequent wave of development began in 1999 with the

passage of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and non-artists alike (Los Angeles Conservancy 2016). (HRG 2016:14–15)

RESULTS

CHRIS Records Search

Previously Conducted Studies

Results of the records search at the SCCIC indicate that 37 cultural resource studies have been conducted within 0.8 km (0.5 mile) of the Project site. Only one of these studies, LA-13239—a map study of the zanja system—directly intersects the Project site. The results of this search are summarized below in Table 1.

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Literature search	Wlodarski, Robert J.: Historical, Environmental, Archaeological, Research, Team	1992	Outside
LA-02644	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Archaeological, Field study	Wlodarski, Robert J.: Historical, Environmental, Archaeological, Research, Team	1992	Outside
LA-02788	Archaeological Literature and Records Review, and Impact Analysis for the Eastside Corridor Alternatives Los Angeles, California	Literature search	Brown, Joan C.: RMW Paleo Associates, Inc.	1992	Outside
LA-02950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Archaeological, Field study	Anonymous: Peak & Associates, Inc.	1992	Outside
LA-03103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Monitoring	Greenwood, Roberta S.	1993	Outside
LA-03115	Addendum Report: Results of a Phase 1 Archaeological Study of the Proposed Construction of the Whittier Boulevard Shaft Site East Central Interceptor Sewer Project, East-west Alignment, Los Angeles County	Archaeological, Field study	Wlodarski, Robert J.: Historical, Environmental, Archaeological, Research, Team	1995	Outside
LA-03813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Literature search	Anonymous: Peak & Associates, Inc.	1992	Outside
LA-04044	Environmental Impact Report: Seismic Retrofit of Olympic Boulevard and North Broadway Bridges Over the Angeles River	Management/ planning	Unknown: City of Los Angeles	1995	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-04074	Sixth Street Viaduct Over Los Angeles River Earthquake Damages - W.O. E6000000 Determination of Effect Report	Architectural/ historical	Ohara, Cindy L.: City of Los Angeles	1989	Outside
LA-04220	Seismic Retrofit of Olympic Boulevard Bridge Over the Los Angeles River	Architectural/ historical	Lee, Portia	n.d.	Outside
LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	Other research	Starzak, Richard: Myra L. Frank & Associates	1994	Outside
LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Archaeological, Field study	Ashkar, Shahira: Jones & Stokes Associates, Inc.	1999	Outside
LA-04835	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Archaeological, Field study	Ashkar, Shahira: Jones & Stokes Associates, Inc.	1999	Outside
LA-04883	Negative Archaeological Survey Report - Highway Project Description	Archaeological, Field study	Storey, Noelle: Caltrans	2000	Outside
LA-05430	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 003-02, County of Los Angeles, Ca	Archaeological, Field study	Duke, Curt: LSA Associates, Inc.	2000	Outside
LA-06348	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 003-02, County of Los Angeles, California	Archaeological, Field study	Duke, Curt: LSA Associates, Inc.	2000	Outside
LA-06837	Cultural Resources Monitoring: Northeast Interceptor Sewer Project	Monitoring	Greenwood, Roberta S.: Greenwood and Associates	2003	Outside
LA-07425	City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines	Architectural/ historical, Evaluation	McMorris, Christopher: JRP Historical Consulting	2004	Outside
LA-07427	Caltrans Historic Bridge Inventory Update: Metal Truss, Movable, and Steel Arch Bridges	Architectural/ historical, Evaluation	McMorris, Christopher: JRP Historical Consulting	2004	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-08252	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch	Architectural/ historical, Evaluation, Other research	Snyder, John W., Stephen Mikesell, and Pierzinski: Caltrans	1986	Outside
LA-08733	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Telecommunications Facility Candidate Ca8283e (van Wyck) 601 South Santa Fe Avenue, Los Angeles, Los Angeles County, California	Archaeological, Field study	Bonner, Wayne H. and Sarah A. Williams: Michael Brandman Associates	2006	Outside
LA-09110	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate LA73XC116B (Hardwood), South Santa Fe Avenue, Los Angeles, Los Angeles County, California	Archaeological, Field study	Bonner, Wayne H.: Michael Brandman Associates	2007	Outside
LA-09271	Archaeological Resources Assessment and Evaluation of "Maintenance of Way" Building for the Asphalt Plant No. 1 Street Services Truck Route Project City of Los Angeles, California		Strauss, Monica, Candace Ehringer, and Angel Tomes: EDAW, Inc	2007	Outside
LA-10451	Finding of Effect - 6th Street Viaduct Seismic Improvement Project	Architectural/ historical	Chasteen, Carrie: Parsons	2008	Outside
LA-10452	Historical Resources Evaluation Report - 6th Street Viaduct Seismic Improvement Project		Smith, Francesca: Parsons	2007	Outside
LA-10506	Cultural Resources Monitoring: North Outfall Sewer - East Central Interceptor Sewer Project	Monitoring	Greenwood, Roberta S., Scott Savastio, and Peter Messick: Greenwood and Associates	2004	Outside
LA-10638	Preliminary Historical/ Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California	Archaeological, Field study	Tang, Bai "Tom": CRM Tech	2010	Outside
LA-10789	Cultural Resources Technical Report for the Olympic and Mateo Street Improvements Project, City of Los Angeles, Los Angeles County, California	Archaeological, Field study	Carmack, Shannon and Cheryle Hunt: SWCA Environmental Consultants	2010	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-10887	Historic Property Survey Report for the North Outfall Sewer-East Central Interceptor Sewer, City of Los Angeles, County of Los Angeles, California	Other research	Starzak, Richard, Alma Carlisle, Gail Miller, Catherine Barner, and Jessica Feldman: Myra L. Frank& Associates, Inc.	2001	Outside
LA-11048	American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112359) - Improved Access Controls, Station Hardening, CCTV Surveillance System, and Airborne Particle Detection at Los Angeles Station and Maintenance Yard, LA, CA	Archaeological, Field study	Speed, Lawrence: URS	2009	Outside
LA-11166	Archaeological Monitoring Report - Asphalt Plant No. 1 Project, 2484 East Olympic Boulevard, Los Angeles, California	Monitoring	Slawson, Dana N.: Greenwood and Associates	2011	Outside
LA-11409	Construction Phase Cultural Resources Monitoring and Treatment Plan for the City of Los Angeles North Outfall - East Central Interceptor Sewer Project	Management/ planning, Monitoring	Horne, Melinda C.: Myra L. Frank & Associates	2000	Outside
LA-11618	Los Angeles Wholesale Terminal Market Historic Resource Report	Architectural/ historical, Evaluation, Other research	Grimes, Teresa, Jessica MacKenzie, and Jessica Fatone: Christopher A. Joseph & Associates	2007	Outside
LA-11642	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Archaeological, Field study, Other research	Daly, Pam and Nancy Sikes: Cogstone	2012	Outside
LA-11785	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	Management/ planning	Rogers, Leslie: U.S. Department of Transportation Fedreral Transit Admin. & LA County Metro Transit Authority	2012	Outside
LA-12586	Archaeological Survey Report for the 6th Street Viaduct Improvement Project City of Los Angeles Los Angeles County, California	Archaeological, Architectural/ Historical, Evaluation, Field study	Glenn, Brian and Patrick Maxon: BonTerra Consulting	2008	Outside
LA-13239	Extent of Zanja Madre	Map Only	Gust, Sherri: Cogstone	2017	Within

Previously Recorded Cultural Resources

The CHRIS records search identified a total of five previously documented archaeological resources within a 0.8-km (0.5-mile) radius of the Project site (Table 2), none of which were recorded within the Project site (Figure 31[4]). Four of the resources are Historic-period archaeological sites, of which three contained only small quantities of historic materials (P-19-03777, P-19-004192, P-19-004193). The fourth site, P-19-003683, was identified during construction monitoring in 2003 for the North Outfall Sewer–East Central Interceptor near the intersection of Mission Road and Jesse Street, north of 7th Street, on the east side of the Los Angeles River. The site included more than 100 artifacts deposited between the 1880s and 1930s. In addition to the resources identified in the 0.5-mile radius, SWCA also acquired records for Site P-19-003287 (LAN-4460H). This is a Historic-period archaeological site that consisted of early twentieth-century refuse deposits and structural foundations. The site was buried below existing developments and identified in 2004 during construction monitoring for the La Kretz Innovation Campus Project, located within the Arts District neighborhood approximately 0.75 mile north of the Project site. The site is included here because of its relevance to the current analysis and is described in greater detail below.

Table 2. Previously Recorded Resources Within 0.5 Mile of the Project Site

Primary Number	Trinomial	Time Period	Resource Type	Resource Description	Recording Year, Name, Affiliation	Relationship to Project Site
P-19-003683	--	Historic	Site	Domestic refuse, ca. 1880s–1930s	2003 (Alice Hale)	Outside
P-19-003777	CA-LAN-003777H	Historic	Site	Isolated pieces of industrial debris, wooden posts, mid-nineteenth to mid-twentieth century	2008 (Candace Ehringer, Frank Humphries, EDAW, Inc.); 2011 (Dana Slawson, Greenwood and Associates)	Outside
P-19-004192	CA-LAN-004192H	Historic	Site	Historic brick and glass fragment, early to middle twentieth century	2010 (L. Solis, N. Orsi, URS Corporation)	Outside
P-19-004193	CA-LAN-004193H	Historic	Site	Concrete foundation near the 6th Street Viaduct, ca. 1930s.	2010 (L. Solis, N. Orsi, URS Corporation)	Outside
P-19-186804	--	Historic	Structure, Site	Burlington Northern & Santa Fe Railroad, Atchison Topeka & Santa Fe RR	2002 (Daniel Ballester and Bail "Tom" Tang, CRM Tech); 2007 (Steven McCormick); 2007 (Francesca G. Smith and Caprice D. Harper, Parsons); 2011 (Pam Daly, Cogstone)	Outside

[4] Figures depicting the site boundary are included in a confidential appendix (Appendix B) and have been excluded from publicly circulated drafts of this report. Also, note that the figure numbers listed in this section do not follow the sequence in the preceding and subsequent sections.

The closest sites that with physical remains that could be reliably associated with Native Americans are located approximately 1.5 miles north of the Project site, near Union Station and the MWD Headquarters building. These include four sites: P-19-00007, P-19-001575/H, P-19-004662, and P-19-100515. Of these sites, only P-19-001575/H included a large and diverse assemblage of artifacts and features, which included human remains, in a location that largely retained its physical integrity. Archaeological data recovery was conducted for the site and the results were published by Goldberg et al. (1999). Although P-19-001575/H is in the purported location of the Gabrielino village known as Yaanga, Goldberg et al. did not identify conclusive evidence to support the association. Rather, scholarly research suggests Yaanga was likely located across a wide zone between the Los Angeles plaza and present-day Union Station, approximately 2.1 km (1.3 miles) north-northwest of the Project site. The materials identified at P-19-00007, P-19-004662, and P-19-100515 include only isolated artifacts recovered from settings subject to extensive disturbances, both from historical developments and flooding along the Los Angeles River, which posed significant constraints on the ability of the resources to provide important scientific information and contribute to our understanding of Native American lifeways.

CA-LAN-4460H

LAN-4460H was a site with archaeological resources from the Historic period that was identified in 2014 by Environmental Science Associates during construction monitoring within the boundaries of a city block bound by Fifth Street to the north, Colyton Street to the west, Palmetto Street to the south, and South Hewitt Street to the east (Figure 31). The site included 27 features—25 refuse deposits and two structural remains—observed between 10 and 43 inches below the ground surface (Figure 32). The refuse deposits consisted of varied historic archaeological materials consistent with residential refuse, such as bottles and ceramic or earthenware dishes. Diagnostic artifacts from these refuse piles place the material as having been deposited within the latter half of the nineteenth century and the early part of the twentieth century. These were scattered throughout the site but, based on inspection of Sanborn Fire Insurance maps, were found to be primarily located in the backyards of the residential buildings present between 1884 and 1955 (Figure 32). Among the features documented, Environmental Science Associates identified two AT&SF railroad spurs that serviced the Palmetto Street neighborhoods. Environmental Science Associates also documented a rectangular brick foundation, the size and location of which indicated that it was a structural feature related either to the building at 548 Colyton Street—the home of the Sunset Telegraph and Telephone Company in 1906 and the National Creamery and Produce Company in 1921—or a portion of the later Barker Brothers Warehouse Complex. The site was recorded during construction of the La Kretz Innovation Campus Project and the results were documented in a technical report submitted to the Los Angeles Department of Water and Power (Bray and Vader 2014). That project area and surrounding neighborhood were developed at the same time as the current Project site and went through similar cycles of redevelopment through the 1920s during the conversion of the property into more industrial uses (Figure 33).

Archival Research

The Project site is located within the original limits of the City of Los Angeles patent boundary and on the southern periphery the city’s historic core, centered around the pueblo site and plaza (Figure 11 and Figure 16). The first survey maps of the city were made first by Lieutenant E. O. C. Ord in 1849 and then updated and expanded by Henry Hancock and George Hanson in 1853 and 1857. According to these maps, the Project site is situated on what was the southern periphery of agricultural lands established in the Los Angeles River floodplain, outside the historic core (Figure 11). Although there is some margin of error when plotting these early survey maps on a contemporary street map, the Project site appears to have been located partially within or near a former agricultural plot identified on Ord’s map as a corn field, outside of which was undeveloped land within the floodplain. As discussed above, the agricultural fields were irrigated through a series of ditches known as zanjas, which were formally managed as part of a water conveyance system established by the Spanish. Under American control, the main arteries of the zanja system were formally designated and given names, but the system still included many smaller ditches and water control features that reflect the primarily agricultural land use practices outside the residential and commercial parts of the city. The crops in the lands surrounding the Project site were irrigated from water taken from the south-flowing Zanja No. 1 (Figure 10).

With the transition from agricultural to urban setting, streets and property lines in this part of the city were partly established according to the boundaries of the former agricultural plots. For example, the northern edge of the agricultural field mapped near the Project site became 7th Street, and its western edge became a smaller arterial street known Lemon Street (now Wilson Street). In comparing city maps from the 1880s that include property lines and zanja alignments, there is some variation in the location of parcels boundaries and the alignment of Zanja No. 1 relative to the Project site (Figure 17–Figure 19). However, the more reliable maps by Stevenson (1884) and Rowan and Koeberle (1886) make it apparent that the agricultural field in which the Project site is plotted on earlier maps was subdivided into two properties: a northern half owned by J. Kiefer, and a southern half, which includes the Project site, owned by Lorezo Leck, a German merchant who came to Los Angeles in 1849. According to these maps, the north of the Kiefer parcel was bound by 7th Street. Lemon Street formed the western boundary of the Kiefer parcel and part of the Leck property. The north-south running Mateo Street would eventually bisect the two properties. Along with the map included in William Hall's 1888 irrigation report, maps from this period clearly show Zanja No. 1 running on a north-south alignment through the middle portions of the Kiefer and Leck properties. Because of the scale at which the maps were produced, the exact position of Zanja No. 1 relative to the Project site cannot be reliably determined from these maps alone, similarly for later maps of the zanja system that used these original sources for reference (for example, Gumprecht 2001).

One map was identified that was drawn to scale using street alignments that reliably fit the contemporary grid and parcel boundaries. Alfred S. Solano conducted a survey in 1891 that included the parcels east of Alameda Street to the Los Angeles River, and south of 7th Street to 20th Street (Figure 20 and Figure 21). At this time, several of the street alignments and parcel boundaries established in this area have been retained to the present day, and because the map was drawn to scale, it could be reliably matched with contemporary street maps and aerial photographs. Solano's survey map included a more detailed route of Zanja No. 1 that also included several smaller, unnamed irrigation channels and ditches. According to the 1891 map, Zanja No. 1 splits at 7th Street and has one segment continuing south, initially in concrete conduit and then wooden flume, 265 feet west of the Project site (Figure 22). The other segment turns east and runs as an open ditch for 620 feet along 7th Street, then flows south along the property line, approximately 200 feet east of the Project site. The notes in the map identify the segment to the east of the Project site as having a "gas pipe on bank of zanja," which splits again and is labeled "gas pipe bottom of old ditch" (Figure 22). The other large-scale overview maps of the city that include the zanja system components did not typically include this type of small-scale variation in the zanja paths or include smaller unnamed or older segments.

The 1880s population boom in Los Angeles quickly manifested in the sale and subdivision of agricultural properties like Leck and Kiefer's. The Project site was developed as part of the Hiscock and Smiths First Addition Tract. Sale of parcels within the Hiscock and Smiths First Addition Tract had commenced by 1900, at which point residential developments had already begun in the adjacent areas. An updated version of Rowan and Koeberle's map in 1886 shows the various lots delineated within the tract, south of a preserved segment of Zanja No. 1, north of 7th Street (Figure 23). The development of this tract established Sacramento and Bay Streets, which have remained in the same alignment to the present day (Figure 24 and Figure 25).

Review of Sanborn Fire Insurance maps, newspaper articles, building permits, and the City Directory document the development of the Project site as part of a residential block, before conversion to its use as a service station or truck yard. Table 3 summarizes the residential history for the respective lots within the Project site (ca.1891–1938), including former addresses and occupants, and estimates of construction and demolition dates. The first Sanborn Fire Insurance maps showing the Project site were published in 1900 and show five single-story dwellings located in Lots 78–82 and two detached structures at the back of Lots 80 and 79 (Figure 26). The construction dates for the dwellings are not known but based on review of the City Directories, it appears they were constructed as early as 1891.

The Sanborn map from 1910 shows all but one of the lots in the Project site was developed with single-story dwellings, as were most of the lots in the block. Street car maps show the Project site being served by a line as early as 1910 that ran along Mateo Street as part of the Los Angeles Railway Company's Santa Fe Avenue Line before becoming the "J" Line in 1920 (Figure 25). All 14 of the residential buildings present in the 1910 Sanborn map were also still present in the 1921 when the Baist Real Estate map was published (Figure 27), but by 1927 the entire south half of the Project site was vacant and the northern half was almost entirely re-developed with commercial and industrial buildings (Figure 28). Several building permits approved in 1925 indicate that at least six of the dwellings were relocated. By 1930, Lot 78 (2016 Bay Street) contained the only dwelling in the Project site and was either relocated or demolished by 1938. Aerial photographs from 1927 to 1938 show that all but Lots 80, 82, and 84 remained largely vacant and unpaved (Figure 28); Lots 80, 82, and 84 were developed with what appear to have been six industrial buildings, plus a small restaurant located at 1010–1012 Mateo Street that Sanborn maps indicate was present at least until the mid-1950s.

In the early 1950s the Project site was developed as a storage, repair, and re-fueling yard for the Transfer Company. A certificate of completion was issued from the City in 1941 for a service station located at 2007 Sacramento Street, within Lots 81 and 83. The storage shed structure currently in the southeast corner of the Project site (Lot 73) can be seen in aerial photographs beginning in 1948. It was likely constructed around the same time the Project site was being redeveloped in the early 1940s, and was likely re-purposed for various uses throughout the history of the Project site.

After 1950 storage buildings in Lots 80 and 82 and an auto shop in Lots 77 and 79 were demolished. By 1956 only the office building located in the northwest corner of the Project site (Lot 87, 1000 Mateo Street) and possibly the restaurant were the only remaining structures constructed before 1950. Between 1953 and 1958 a small office building was also present in the middle of the Project site (behind the restaurant). In the 1950s railway spurs had been constructed along Sacramento Street, south of the Project site, connecting to the Southern Pacific Railroad Company tracks along Alameda Street. In the early 1960s the service station was still in operation and an auto laundry facility was present in the southeastern portion of the Project site within Lots 73 and 75.

With the exception of the structure in the southeast corner of the Project site, all former buildings and structures in the Project site were demolished and the building that currently occupies the Project site was constructed. The property history after 1961 is further summarized in the Project's Phase I ESA prepared by Environmental Managers & Auditors, Inc. (Mahmood 2015). The report identified extant and former buildings and structures associated with the historical uses, which included a wash rack with a clarifier, grease pit, above-ground storage tank, and at least two underground storage tanks (USTs). A 1975 grading permit for the storage tank backfill was approved but did not specify whether the tanks would be or already had been removed.

Table 3. Residential Developments within Project Lots

Lot	Current Street Address	Associated Addresses	Building Type	Selected Permits	Earliest City Directory Listing	Residential Construction	Residential Demolition-Relocation	Construction Notes
76	2018 E Bay St	2018 E Bay St	Single-story dwelling	--	1905 (B. James, carpenter, Killefer-Griffith Manufacturing Co.)	ca.1900	1927–1930	--
78	2016 E Bay St	2016 E Bay St	Single-story dwelling	--	1896 (William W. Riner, warehouse, S.I. Merrill Oil Co.)	pre-1900	1930–1938	--
80	2010 E Bay St	2010 E Bay St	Single-story dwelling	1926 - New Construction (garage)	1891 (Joseph J. Northmore, driver, Wells Fargo & Co.)	pre-1900	1921–1927	--
82	2006 E Bay St	2006 E Bay St	Single-story dwelling	1923 - Relocation	1901 (Ambrose Searl, teacher)	pre-1900	1923	Wood foundation
		2006 ½ E Bay St	Detached building	1910 - New construction	--	1910	1923	12 x 24 feet; sleeping room
84	1000 S Mateo St	1000 S Mateo St	Non-residential	--	--	--	--	--
		1000 ¼ S Mateo St	Non-residential	--	--	--	--	--
		1010 S Mateo St	Non-residential	--	--	--	--	--
		1012 S Mateo St	Non-residential	--	--	--	--	--
73	2023 E Sacramento St	2023 E Sacramento St	Single-story dwelling	1914 - Plumbing; 1925 - Relocation	--	ca.1900	1925	--
		2023 ½ E Sacramento St	Detached building/structure	--	--	ca.1900	1925	--
75	2019 E Sacramento St	2019 E Sacramento St	Single-story dwelling	1914 - Plumbing; 1925 - Relocation	1904 (Albert Edmiston, teamster)	ca.1900	1925	--
		2019 ½ E Sacramento St	Detached building/structure	--	--	ca.1900	1925	--

Lot	Current Street Address	Associated Addresses	Building Type	Selected Permits	Earliest City Directory Listing	Residential Construction	Residential Demolition-Relocation	Construction Notes
77	2015 E Sacramento St	2015 E Sacramento St	Single-story dwelling	1914 - Plumbing; 1925 - Relocation	1904 (Luther Torrey; Albert Torrey, Deputy Sheriff)	ca.1900	1925	--
		2015 ½ E Sacramento St	Detached building/structure	--	--	ca.1900	1925	--
79	2011 E Sacramento St	2011 E Sacramento St	Non-residential	--	--	--	--	--
		2009 E Sacramento St	Single-story dwelling	1914 - Plumbing; 1925 - Relocation	1900 (Richard Collins, driver)	pre-1900	1925	--
81	2007 E Sacramento St	2007 E Sacramento St	Non-residential	--	--	--	--	--
		2005 E Sacramento St	Single-story dwelling	1914 - Plumbing; 1925 - Relocation	1900 (Chase Roe, clerk, M.A. Newmark & Co.)	pre-1900	1925	12-inch footings; concrete foundation, 12 inches below surface
		2001 E Sacramento St	Auto Service Station	1941 - Certificate of Completion	--	--	--	
83	1026 S Mateo St	1026 S Mateo St	Non-residential	--	--	--	--	--
		1024 S Mateo St	Single-story dwelling	1905 - New construction	1907 (William B. & Bernard O'Connor, car cleaner)	1905	1921–1927	Wood foundation, 22 x 22 ft.
		1020 S Mateo St	Single-story dwelling	1905 - New construction	1909 (Charles H. Gesselman, cooper)	1905	1921–1927	Wood foundation, 22 x 22 ft.
		1018 S Mateo St	Single-story dwelling	1905 - New construction	1907 (Amos V. Boatright, engineer)	1905	1921–1927	Wood foundation, 22 x 22 ft.
		1014 S Mateo St	Single-story dwelling	1905 - New construction	1907 (Samuel H. Smith, painter)	1905	1921–1927	Wood foundation, 22 x 22 ft.

The Phase I ESA concluded that additional work was required to assess the presence or absence of these subsurface structures, and a Phase II ESA and geophysical survey were conducted (Feldman 2015; Johannes 2015). As a result of this work, the presence of several subsurface anomalies was identified and seemed to coincide with a previous service pump station, storage buildings, hydraulic hoists, and a grease pit (Figure 29 and Figure 30). None of the anomalies were found to be consistent with the presence of any USTs, which seem to confirm that the USTs had been removed and backfilled when the 1975 permit was issued (Johannes 2015:3–4). The geophysical survey concluded that anomalies were reliably detected to a depth of 8 feet below grade, except where constraints prevented any investigation (Feldman 2015:5). Geotechnical work conducted for the Project (currently underway) estimates up to 2 feet of artificial fill within the Project site, which provides a good approximation of the area in which Historic-period archaeological deposits are likely to be encountered. Interpretations of the geophysical survey data and findings in the Phase II ESA with respect to archaeological sensitivity are discussed below (see Sensitivity Assessment: Historic-Period Archaeological Resources).

NATIVE AMERICAN COORDINATION

Sacred Lands File Search

On April XX, 2019, SWCA received the results of a Sacred Lands File (SLF) search from the NAHC. The NAHC letter indicated negative results. The NAHC letter is included in Appendix B.

SENSITIVITY ASSESSMENT

The physical environment of the Project site has undergone massive alterations in the last 170 or more years—from its existence as a corn field on the Los Angeles River flood plain in the mid-nineteenth century, to one of many residential neighborhoods developed during the population boom of the 1880s, to cycles of redevelopment and conversion into commercial and industrial uses during the nineteenth century. As a result, most of the sediments below the paved surfaces within the Project site have been subject to at least some amount of ground disturbance, which, in most cases, diminishes the likelihood that any archaeological resources once present are still preserved. More recent construction of underground structures associated with the operation of a service station have likely compromised the archaeological preservation potential within portions of the Project site. The following section considers the historical land uses and physical setting to assess the likelihood that different types of archaeological resources could exist below the surface within the Project site.

Prehistoric and Historic-Period Native American Archaeological Resources

No archaeological resources with Native Americans components were identified in a CHRIS records search within the project site and a 0.5-mile radius. The SLF records search did not identify any sacred lands or sites in the project site. The closest known sites with Native American-affiliated materials on file at the CHRIS are mapped in approximately 1.5 miles north of the Project site, between the Los Angeles Plaza, Union Station, and MWD Headquarters building. The Gabrielino village known as Yaanga and several other important Historic-period Gabrielino sites (e.g., Pueblito. Rancheria de los Poblanos, and two unnamed rancherias) were located in the same approximate area, more than 1 mile from the Project site.

The Project site is located in the floodplain of the Los Angeles River, which is currently located approximately 0.4 km (0.25 miles) to the east of the Project site. Shifts in the main channel of the Los Angeles River have occurred numerous times in recorded history, including two significant shifts in 1815 and 1825, the most recent which realigned the channel to its current location. The significance of the Los Angeles River to the Gabrielino is well-documented in ethnographic works and oral history. Waterways likely also influenced the location of footpaths and travel corridors used by foragers, increasing the likelihood that temporary camps may have been located within these travel corridors. The general proximity of the Project site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for unknown archaeological resources, at least higher than low background levels, particularly for the physical remains of temporary open camps. Such camps are typically identified by the presence of hearth features, ground stone and other types of artifact assemblages.

Additional criteria are required to distinguish levels of sensitivity for archaeological resource potential. Specifically, the scale of the Project site, land use history, depositional (soil) setting, and existing subsurface disturbances must also be considered and given weight in determining the sensitivity. Beginning at least by 1849, the Project site or at least portions were likely plowed and planted as a corn field. Subsequent development as a residential block between the 1890s and 1910s, and multiple episodes of redevelopment through the twentieth century would have displaced any former archaeological resources affiliated with Native Americans that were once present on the surface or near surface. This significantly reduces the sensitivity for prehistoric or Historic-period Native American archaeological resources within the Project site but does not preclude the potential for archaeological deposits to be preserved as more deeply buried sites.

Prehistoric or Historic-period Native American archaeological sites can be preserved as deeply buried deposits that underlay Historic-period disturbances, particularly in Quaternary alluvium—soils deposited through flood events between 11,700 and 1000 years ago. It has been demonstrated elsewhere in the downtown portion of Los Angeles that deeply buried Native American archaeological sites can exist within alluvium below Historic-period disturbances and may also be intermixed with Historic-period debris. Alluvial deposits within the Los Angeles Basin can be massive, extending hundreds of feet below the surface, and may contain sediments deposited before human occupation of North America. Furthermore, most accumulations of alluvial sediments in the Los Angeles Basin were formed by a combination of high- and low-energy depositional events. High-energy events are less likely to have preserved any material remains left on the surface by Native Americans, while low-energy floods tend to produce more favorable environments for the preservation of cultural materials. Thus, low-energy Quaternary alluvial sediments have the greatest potential for preserving tribal cultural resources. There is no absolute measure of depth below the surface in which sediments with these properties occur and site-specific conditions must be considered. Also, such soil conditions are an indicator of a setting favorable for preservation, but the presence of soils with these properties is not an absolute indicator of archaeological resources presence.

Preliminary geotechnical work at the Project site reports up to 2 feet of artificial fill present within the Project site. Prior soil testing included four samples taken at 5-foot intervals to a depth of 30 feet below grade. The sediment profiles described multiple alluvial layers of fine-grained sand and silty sand, some with gravel inclusions, extending down to 10 to 30 feet. Below this the soil consisted of poorly graded sand. Three of the bores identified a stratum of decomposing granite mixed with sand between 15 and 25 feet below the surface. This is typical of deposits within the Los Angeles River floodplain and reflects a mixture of high- and low-energy deposition. Although subtle variations may exist within the alluvial substratum that were not distinguished here, which could have relevance for tribal cultural resource preservation potential, SWCA interprets the disturbances from flood events represented in the soil profiles as having a net reduction in the sensitivity for archaeological resources affiliated with Native Americans. To the extent that the proposed ground disturbance extends into undisturbed alluvial soils buried beneath previously disturbed sediments, there may be some potential for preservation, but it is considered very unlikely for any resource to be present.

Based on the above considerations, SWCA finds a **low potential for encountering prehistoric or Historic-period Native American archaeological resources** within the Project site.

Historic-Period Archaeological Resources

Zanja No. 1

One segment of the Los Angeles zanja system—Zanja No. 1—was historically located approximately 250 feet (76.2 m), between Mateo and Wilson Streets. A second, unnamed branch of the zanja was also mapped 300 feet (91.4 m) east of the Project site. While several overview maps depicting the zanja system trace the route of Zanja No. 1 either within or very near the Project site, an 1891 survey map was able to more precisely and reliably confirm its relative location. The survey map depicts the main channel of Zanja No. 1 as being constructed of a concrete conduit in the parcels northwest of the Project site and then transitioning into a wooden flume, within the former Leck property, directly east of the Project site. The unnamed segment to the east appears to have been constructed as an open earthen ditch, and is described as an "old ditch," possibly an earlier route of the zanja. Because the 1891 survey map was drawn to scale and depicted streets are close to their current alignments, the map can be considered a reliable source for assessing the sensitivity for any physical remains of the zanja system within the Project site, and supports the conclusion that the project site has a **<u>low sensitivity for Zanja No. 1 and any other zanja system components</u>**.

Household and Industrial Refuse and Building Foundations

A CHRIS records search and archival research identified five archaeological resources, four of which are Historic-period sites, within a 0.8-km (0.5-mile) radius of the Project site. One additional archaeological site, LAN-4460H, was also identified in the CHRIS search, although it was located outside the 0.5-mile radius. LAN-4460H is a Historic-period archaeological site identified during construction monitoring. The site contained a substantial deposit of domestic items and structural remains associated with residential development between the 1880s and 1920s. Archival research documents the land use history of the Project site in its conversion from agriculture in the mid-nineteenth century, to mixed residential and industrial properties in the 1880s, to primarily industrial uses after the 1910s. Because the historical developments of LAN-4460H so closely resemble those within the current Project site, including the existing conditions at the time of construction, the likelihood of encountering similar Historic-period archaeological resources is considered very high.

Prior to the development of the site as a residential block, the Project site was partially within a former corn field identified on maps published between 1849 and 1857. Plowing and other ground disturbances from any other agricultural uses would have disturbed any native surface sediments and displaced any archaeological material that might have been located within the Project site. Though no specific figures are available for middle nineteenth century agricultural practices in Los Angeles, plow zones observed in archaeological contexts typically do not extend more than a few feet (less than 1 m) below the surface.

Historic-period archaeological resources could be preserved below the current ground surface, especially within any sediments identified as artificial fill. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the residential neighborhood from the 1890s to the mid-1920s. Refuse was commonly deposited in trash pits and privies prior to the establishment of sewer lines and trash services. Because these types of historical features were originally excavated into pits, which can extend several feet below the surface, they are frequently found preserved below subsequent modifications. The various industrial uses of the Project site from the mid-1920s through the 1950s are also likely to occur as archaeological deposits such as pieces of refuse, hardware, tools, buildings materials, machine parts, as well as former building foundations or other structural remains. The preservation potential is reduced in at least some portions of the Project site as a result of the construction and removal of some subterranean structures in the Project site after 1970. This includes hydraulic hoists, USTs, island pumps, a grease pit, wash-down drain, and clarifier that were identified in Phase I and II ESAs, and a Site Characterization Report.

A geophysical survey conducted as part of the Phase II ESA identified several subsurface anomalies, which are also frequently used to detect buried archaeological features. An anomaly in the southwestern portion of the Project site was interpreted as the location of the island pumps and one of the USTs, which suggested that the UST was likely removed and backfilled as a 1975 permit suggested. Any archaeological features once located in the footprint of this anomaly was likely destroyed and the sensitivity is considered to be low for that location. The presence of reinforced concrete in large areas on the eastern side of the Project site constrained the ability to identify subsurface anomalies in that location. Plotting the geophysical survey results onto the 1906 Sanborn map shows no obvious correlations that would suggest the presence of intact foundations, but the variability in the results across the survey area suggests there is likely to be portions of the Project site that have been subject to less disturbance than others, and have an increased likelihood of preserving intact archaeological features.

For these reasons, SWCA finds the Project site has a **high sensitivity for containing Historic-period (non-Native American) archaeological resources.**

IMPACTS TO HISTORIC-PERIOD ARCHAEOLOGICAL SITES

Household and Industrial Refuse and Building Foundations

The potential for unidentified Historic-period archaeological resources within the Project site is found to be high. Specifically, there is potential to encounter structural remains, features, and artifacts associated with the Historic-period domestic and industrial use of the Project site beginning in the 1890s. These resources have not been confirmed archaeologically and may occur across the entire horizontal extent of the Project site, with the highest potential in soils described as fill, estimated to extend at least 2 feet below the surface. If a Historic-period refuse deposit or building foundation is present in the Project site, it would be evaluated for significance under the CRHR and as a unique archaeological resource as required by the mitigation measures defined below.

CONSIDERATIONS FOR RESOURCE SIGNIFICANCE

Significance for most archaeological sites of this type is typically found under Criterion 4, but significance can also be found eligible under Criteria 1 and 2 where the archaeological materials can be correlated with a historically significant event or person. The nature of Historic-period refuse scatters and building foundations are such that they are not commonly found eligible for the CRHR under Criterion 3, i.e., refuse scatters and buildings foundations do not typically convey any distinctive characteristics in type, period, region, or method, and they are not the focus of masterful design or artistry. As such, a more detailed discussion of the considerations under Criterion 3 is omitted from the subsequent section. Determining the integrity and the extent (horizontal and vertical) of the archaeological remains is an important component of CRHR eligibility evaluation. Information on the horizontal distribution and vertical depth of the cultural material provides baseline data about the site (e.g., size, presence or absence of subsurface components, discrete activity areas) that contribute to a determination of the site’s integrity. For an archeological site to be considered CRHR eligible, it must be considered significant under the CRHR criteria for evaluation and possess the quality of integrity (location, design, setting, materials, workmanship, feeling, and association). The integrity of an archeological site, particularly the elements of location, setting, and association, can be seriously impacted by disturbance due to natural or cultural transformations.

CRHR Criteria 1 and 2. An archaeological site can be found significant where a direct association can be demonstrated with a historically significant event (Criterion 1) or person (Criterion 2). No known historically significant events or persons were identified that have direct associations with the location of the Project site. Additional archival research would be required in order to assess whether any archaeological materials identified in the Project site (if present) are significant under Criteria 1 and 2. The same integrity considerations described under Criterion 4 would equally apply when determining CRHR eligibility under Criteria 1 and 2. For any refuse deposits or building foundations identified in the Project site, the CRHR eligibility under Criteria 1 and 2 is considered to be unlikely compared to Criterion 4, but cannot be categorically ruled out.

CRHR Criterion 4. Properties that are significant under Criterion 4 have yielded, or have the potential to yield, information important to the history of the local area, California or the nation. The Project site has a history of residential and industrial development from the last decades of the nineteenth century and the first half of the twentieth century. Although much is known about the history of late nineteenth- and early twentieth-century Los Angeles, questions remain about details of daily life for the diverse people who came to make Los Angeles their home in this period. Archaeological deposits that date to this key period of growth for the city have the potential to contribute to the understanding of individuals and communities and industrial development in the early twentieth century. When historical archaeological investigations integrate both archival and archaeological data sets, they are even better positioned to meet this potential. Archaeological materials from refuse deposits could provide household- and community-level data, although certain types of data have the potential to answer some research questions better than others. For instance, economic status and consumer choices can be ascertained through an analysis of household artifacts, and the spatial organization of a neighborhood can be understood through analysis of structural remains. Refuse from household activities is one of the main sources of archaeological information in historically settled areas. Refuse can be discarded during everyday activities or can be intentionally deposited in disposal areas. Concentrated disposal areas such as privies, trash pits, and wells constitute one of the best sources of information on residents and their behavioral patterns. Refuse from commercial activities may also be identified. A variety of historical businesses operated within or adjacent to the Project site in the late nineteenth and early twentieth centuries, including a cooperage, wood and iron manufacture, offices, restaurant, warehouse storage, freight and shipping, automotive manufacturing, repair, and service stations, and wire rope production. Much like household activities, industrial activities resulted in discard of refuse as part of daily activities or in intentional deposition of refuse in disposal areas.

Assessing the integrity of archaeological materials is important for establishing the eligibility of sites under Criterion 4. The integrity of any refuse deposits or building foundations depends on whether or not surfaces or features are preserved, and also includes the potential for identifying and analyzing horizontal and vertical spatial patterning in past behavior. If post-depositional natural or cultural processes have disturbed the context of the artifacts, potential information can be lost or its value highly compromised. As a result, a site with poor integrity often has a diminished capacity to yield information important in history (Criterion 4). Exploring both the horizontal and vertical aspects of the site allows for an evaluation of the information potential of the site and determination of the level of disturbance, if any.

Unique archaeological resource. For a Historic-period refuse scatter or building foundation to be considered a unique archaeological resource it must contain information needed to answer important scientific research questions of public interest, possess a unique quality such as being the oldest or best example of a resource type, or be directly associated with a scientifically recognized important historic event or person. A historic archaeological site that does not meet the significance threshold for any CRHR eligibility criteria is unlikely to be considered a unique archaeological resource.

If present, Historic-period refuse scatters or building foundations have the potential to be significant under CEQA and would require mitigation to avoid potentially significant impacts. Implementation of MM Arch-1 through Arch-4 will ensure that previously unrecorded archaeological resources are properly identified by a qualified archaeologist so that they can be evaluated for the CRHR under the applicable criteria. Specifically, MM Arch-4 requires an archaeological monitor to be present during excavation or grading in the area of sensitivity so that any Historic-period archaeological sites are identified, and impacts are avoided. MM Arch-2 requires preparation of an Archaeological Resources Monitoring and Mitigation Plan (ARMMP) that addresses the means by which CRHR eligibility will be assessed in the event of a discovery.

This includes but is not limited to the considerations under Criterion 1, 2, and 4 discussed above. The ARMMP will also outline a procedure for treatment of any Historic-period archaeological sites determined to be historical resources under CEQA such that potentially adverse impacts are reduced to less than significant levels.

RECOMMENDED MITIGATION MEASURES

Construction at the Project site would adhere to applicable regulatory compliance measures intended to avoid creating or to reduce significant impacts to archeological resources in the event of a discovery during grading, excavation, or other ground disturbing activities. As noted above, certain soils at the Project site have high sensitivity based on reviewed archival materials and databases. Given the likelihood of encountering previously unrecorded resources, mitigation measures are required to ensure that potential impacts to archeological resources that may be present in the Project site are less than significant. The mitigation measures recommended here have been developed in accordance with, and incorporate the performance standards of the Secretary of the Interior's Standards for professional archaeology, Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Sections 15064.5 and 15126.4 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1, Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format,* and the guidelines of the City of Los Angeles General Plan Conservation Element.

Feasibility of Preservation in Place

According to CEQA Guidelines 15126.4(b)(3), preservation in place (i.e., avoidance) is the preferred manner of treatment of a significant archaeological site. If avoidance is not feasible, treatment may include archaeological data recovery (i.e., excavation, laboratory processing, and analysis) to obtain important information and thereby reduce potential impacts under Criterion 4 to less than significant. Architectural documentation of engineered properties may reduce potential impacts under Criterion 3 to less than significant. Treatment options for impacts to properties eligible under Criteria 1 and 2 are described below.

Preservation in place may include any of the following: planning construction to avoid archaeological sites; incorporating archaeological sites into a park, greenspace, or open space; covering the archaeological site with a layer of chemically stable soil; and deeding the site into a permanent conservation easement. There are no known, previously recorded archaeological sites identified in the Project site; therefore, planning for avoidance is not applicable to this Project. Archaeological sensitivity was assessed as high for the entire horizontal extent of the Project site and extending to an estimated depth of 2 feet. The Project design currently includes approximately 25 feet of excavation below grade to meet the geotechnical requirements for the building foundations and accommodate two levels of subterranean parking, which precludes the potential for incorporating any archaeological sites that may be discovered during construction into a park, greenspace, or open space, protecting the archaeological site under a soil stratum, or deeding the property into a conservation easement. Thus, if a previously unrecorded archaeological resource is identified within the Project site and found to be significant, it is very unlikely that preservation in place will be a feasible form of mitigation under any of the examples listed in CEQA Guidelines. As a result, mitigation measures including, but not limited to, architectural documentation in conformance with HAER standards and archaeological data recovery is proposed in the event that a previously unrecorded archaeological site is identified during construction and found to meet CRHR eligibility.

The recommended mitigation measures presented here provide a framework for mitigating impacts to a variety of resource types. Under MM Arch-2, an ARMMP must be prepared that further describes treatment of the specific archaeological resources that may be identified during the archaeological monitoring (implemented under MM Arch-4) and outlines protocols to follow in the event that a resource is found to meet CRHR eligibility criteria. The recommended mitigation measures are as follows:

- **MM Arch-1: Retain a Qualified Archaeologist.** Prior to the issuance of a demolition permit, the project proponent shall retain a qualified archaeologist, defined as an archaeologist who meets the Secretary of the Interior's (SOI) Standards for professional archaeology, during the excavation phase to carry out and ensure proper implementation of the mitigation measures related to archaeological resources. The qualified archaeologist shall submit a letter of retention to the project proponent no fewer than 15 days before demolition or excavation activities commence. The letter shall include a resume for the qualified archaeologist that demonstrates fulfillment of the SOI standards.
- **MM Arch-2: Prepare an Archaeological Resources Monitoring and Mitigation Plan (ARMMP).** Prior to the commencement of demolition and excavation, an ARMMP shall be prepared. The ARMMP shall include, but not be limited to, a construction worker training program (described in MM Arch-3), monitoring protocol for demolition and excavation activities, discovery and processing protocol for inadvertent discoveries of archaeological resources, and identification of a curation facility should artifacts be collected. The ARMMP shall identify areas that require monitoring, provide a framework for assessing the geoarchaeological setting to determine whether sediments capable of preserving archaeological remains are present, and include a protocol for identifying the conditions under which additional or reduced levels of monitoring (e.g., spot-checking) may be appropriate. The duration and timing of the monitoring shall be determined based on the rate of excavation, geoarchaeological assessment, and, if present, the quantity, type, and spatial distribution of archaeological resources identified.

  The ARMMP shall minimally include a historical context statement, research design, and methodology by which any newly identified archaeological sites will be evaluated for CRHR eligibility and as unique archaeological resources. The ARMMP will specify the specific types of archaeological sites likely to be encountered, the means by which significance will be assessed. If any archaeological resources are identified and are found not to be significant or do not retain integrity, then they will be recorded to a level sufficient to document the contents and condition. The ARMMP shall include a proactive identification and documentation protocol that would facilitate preservation or mitigation of impacts to any archaeological sites identified in a cost-effective manner. The ARMMP will include potential treatment plans to be implemented in the event a newly discovered archaeological resource is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g). The ARMMP will require that if the treatment plans outlined therein are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plans stated in the ARMMP or prepared after the discovery of a historical resource, shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include but not be limited to any of the following depending on the type of resource and the significance evaluation:

    - **Prehistoric archaeological sites.** Data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant where significance is determined under CRHR Criterion 4 and integrity is retained.

    - **Historic-period archaeological sites.** If a Historic-period site, including but not limited to a refuse scatter or building foundation(s), is present and found to retain integrity, data recovery shall be conducted (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant. In addition to data recovery, specific treatments shall be developed and implemented based on potential CRHR or eligibility criteria or as a unique archaeological resource as follows:

- **Treatment Under Criteria 1 and 2, or as a unique archaeological resource:** Treatment shall include interpretation for the public. Interpretive materials may include, but not be limited to, signage at the Project site, relocating preserved materials in a publicly accessible display, or visual representations of recovered materials. The interpretive materials shall be prepared, at the expense of the project applicant, by professionals meeting the Secretary of the Interior standards in history or historical archeology. The details of the interpretive materials, including the form, content, and timing of their preparation, shall be completed to the satisfaction and subject to the approval of the Department of City Planning. The results of the historical and archaeological studies conducted for the Project shall be made available to the public through repositories such as the local main library branch or identified non-profit historic groups interested in the subject matter.

- **Treatment Under Criterion 3:** Architectural documentation of exposed features shall be conducted by producing narrative records, measured drawings, and photographs in conformance with HAER standards prior to any alteration or demolition activity.

- **Treatment Under Criterion 4:** No additional work; data recovery is sufficient.

The ARMMP shall summarize the requirements for tribal coordination in the event of an inadvertent discovery of Native American archaeological resources, including the applicable regulatory compliance measures or conditions of approval for the inadvertent discovery of tribal cultural resources to be carried out in concert. The ARMMP shall be prepared in compliance with Public Resources Code Section 5024.1, Title 14 California Code of Regulations, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1.

- **MM Arch-3: Worker Environmental Awareness Program (WEAP) Training.** Before the commencement of initial demolition or excavation at the Project site, the retained qualified archaeologist or their designee shall provide a WEAP training to on-site project personnel responsible for supervising demolition and excavation (i.e., foreman or supervisor) and machine operators. The WEAP training shall brief construction crews regarding the regulatory compliance requirements and applicable mitigation measures that must be adhered to during demolition and excavation activities for the protection of archaeological resources. As an element of the WEAP training, the qualified archaeologist or their designee shall advise the construction crews on proper procedures to follow if an unanticipated archaeological resource is discovered during construction. The qualified archaeologist or their designee shall also provide the construction workers with contact information for the qualified archaeologist and their designee(s) and protocols to follow if inadvertent discoveries are made. In addition, workers shall be shown examples of the types of archaeological resources that would require notification of the archaeologist, if encountered. Once the ground disturbances have commenced, the need for additional or supplemental WEAP training shall be determined through consultation with the qualified archaeologist, project proponent or their designated project supervisor. Within five days of completing a WEAP training, a list of those in attendance shall be provided by the qualified archaeologist to the project proponent.

- **MM Arch-4: Monitoring for Archaeological Resources.** Before the commencement of demolition or excavation activities, an archaeological monitor shall be present during ground disturbing activities as stipulated in the ARMMP. The qualified archaeologist may designate an archaeologist to conduct the monitoring under their direction. The monitor shall have the authority to temporarily halt or redirect construction activities in soils that are likely to contain potentially significant archaeological resources, as determined by the qualified archaeologist. The monitor shall complete a daily log documenting construction activities and observations. The field observations shall include assessment of the geoarchaeological setting and whether sediments are identified that are no longer capable or unlikely to contain archaeological material (i.e., sterile), which may be encountered prior to reaching the total depth of excavation expected for the project. If initial archaeological monitoring identifies low archaeological sensitivity (i.e., sterile soil strata) below a certain depth or within a certain portion of the Project site, a corresponding reduction of monitoring coverage would be appropriate. In the event that potentially significant archaeological resources are exposed during construction, work in the immediate vicinity of the find (within 8 meters [25 feet]) shall stop until a qualified archaeologist can evaluate the significance of the find. Construction activities may continue in other areas in coordination with the qualified archaeologist. If the discovery is determined by the qualified archaeologist to constitute a "historical resource" pursuant to CEQA Guidelines Section 15064.5(a) or a "unique archaeological resource" pursuant to PRC 21083.2(g), and the treatments proposed in the ARMMP are found to be infeasible or other alternatives are proposed, the qualified archaeologist shall coordinate with the project proponent and the Department of City Planning to amend the ARMMP with a formal treatment plan that would reduce impacts to the resource(s). The treatment plan established for the resource(s) shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment and if it is determined avoidance is not feasible, treatment may include architectural documentation and archaeological data recovery (i.e., excavation, laboratory processing and analysis) to remove the resource(s) and reduce potential impacts to less than significant.

  Within 30 days of concluding the archaeological monitoring, the qualified archaeologist shall prepare a memo stating that the archaeological monitoring requirement of the mitigation measure has been fulfilled and summarize the results of any archaeological finds. The memo shall be submitted to the project proponent and the Department of City Planning. Following submittal of the memo, the qualified archaeologist shall prepare a technical report documenting the methods and results of all work completed under the ARMMP, including, if any, treatment of archaeological materials, results of artifact processing, analysis, and research, and evaluation of the resource(s) for the California Register of Historical Resources. Once laboratory analysis is complete, any recovered archaeological materials shall be curated at a public, non-profit research institution that will ensure their long-term preservation and allow access to interested scholars, and shall be done at the expense of the project applicant. Should no such institutions accept the materials, they shall be donated to an educational institution or historical society. The format and content of the report shall follow the California Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format. Any archaeological resources identified shall be documented on appropriate California Department of Parks and Recreation 523-Series Forms. The report shall be prepared under the supervision of a qualified archaeologist and submitted to the Department of City Planning within 12 months of completion of the monitoring. The final draft of the report shall be submitted to the South Central Coastal Information Center.

CONCLUSION

This evaluation included a review of historical archival sources and archaeological records. A CHRIS records search did not identify any known archaeological sites in the Project site. The SLF results returned by the NAHC were negative. Background research indicates that subsurface archaeological deposits are commonly encountered during construction projects in downtown Los Angeles and previously unrecorded Historic-period archaeological sites have a high likelihood of occurring within the Project site. Specifically, there is potential to encounter domestic and industrial refuse associated with residences from about 1891 to 1938, as well as construction material and building foundations associated with the residences, as well as those from several industrial and commercial buildings present after 1925. These resources have the highest probability to occur in the soil strata defined as fill, which are estimated to extend at least 2 feet below the surface. The total depth of excavation required for the Project is expected to be approximately 25 feet below the surface. Without mitigation, physical destruction of an archaeological resource eligible for listing in the CRHR would result in a significant impact under CEQA. To address potential impacts to previously undiscovered archaeological resources, the Project will include retaining a qualified archaeologist (MM Arch-1), producing and implementing a detailed ARMMP (MM Arch-2 and Arch-4), and conducting a worker training (MM Arch-3). Doing so will ensure any archaeological sites are identified and determined to be historical resources or unique archaeological resources, to which project-related impacts would be mitigated on the basis of their eligibility under each CRHR criterion and as a unique archaeological resource.

Therefore, after mitigation, potential impacts to archaeological resources would be reduced to less than significant under CEQA. The measures described above address potential impacts to archaeological resources. In the event of a discovery of archaeological resources affiliated with Native Americans that might be considered tribal cultural resources, the City's standard condition of approval for the inadvertent discovery of tribal cultural resources will be followed.

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Appendix A.

Report Figures

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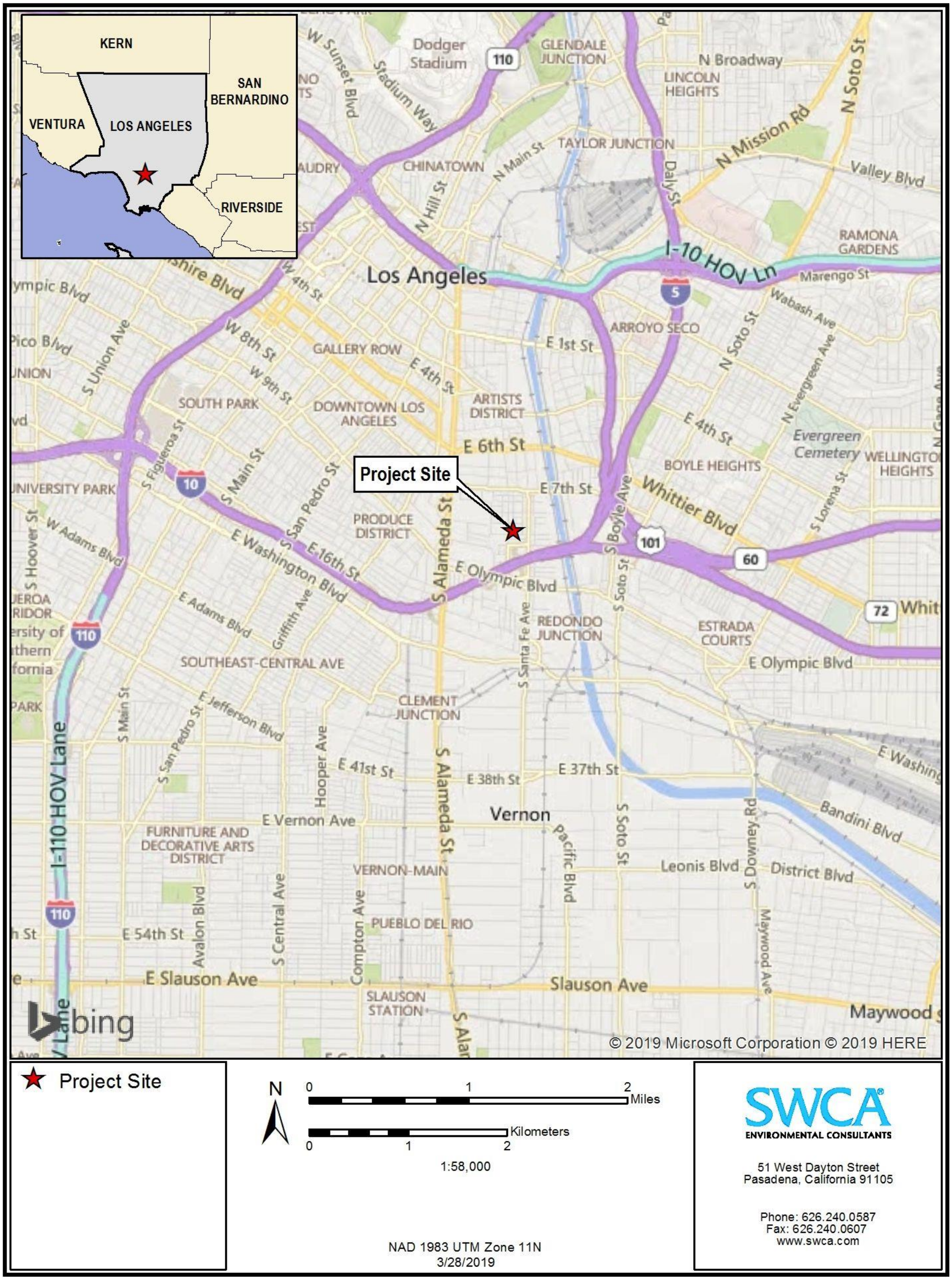

Figure 1. Project site plotted on city map of Los Angeles.

Figure 2. Project site with associated parcels on a 2013 aerial and street map.

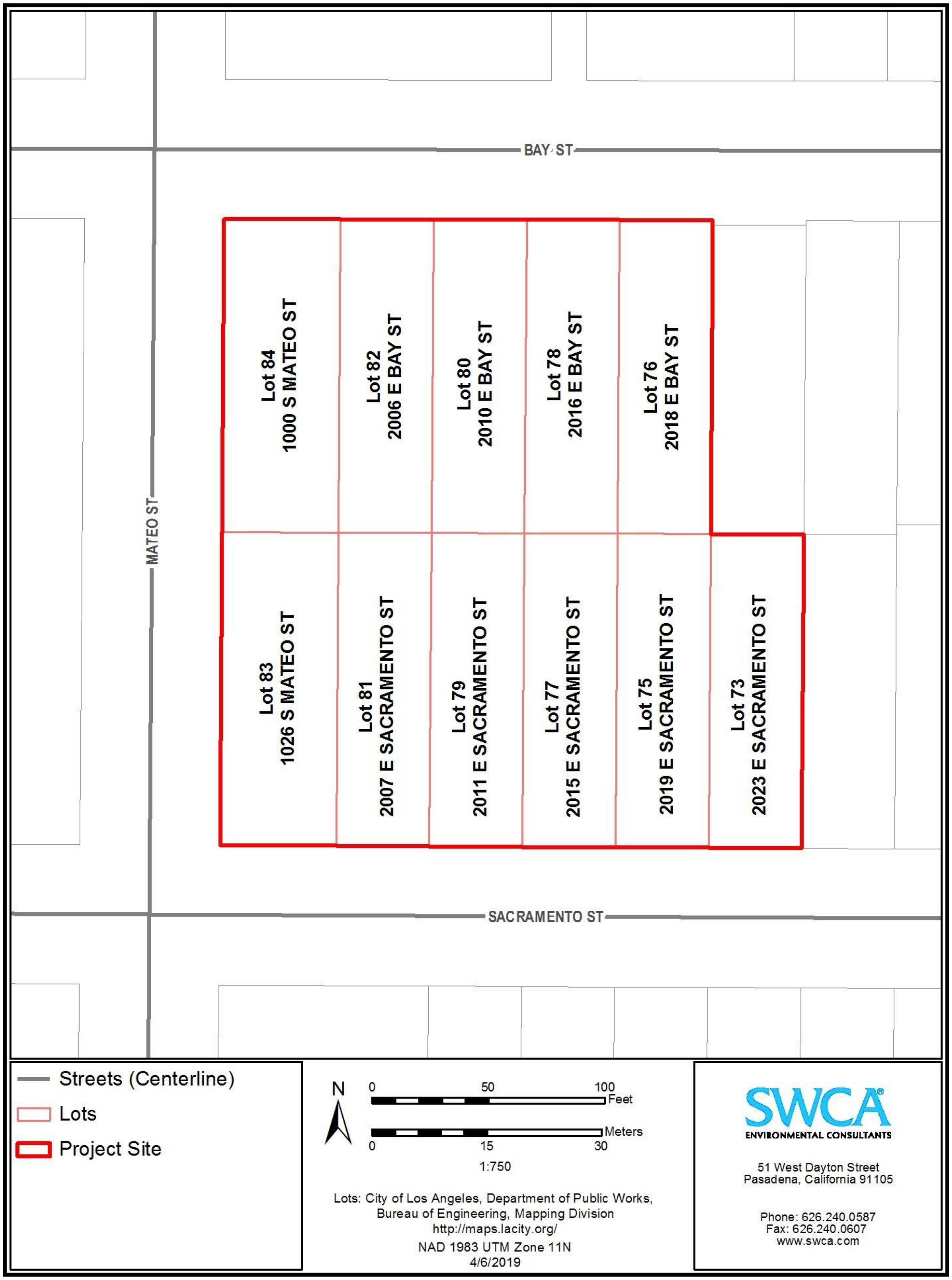

Figure 3. Former street addresses associated with each lot in the Project Site.

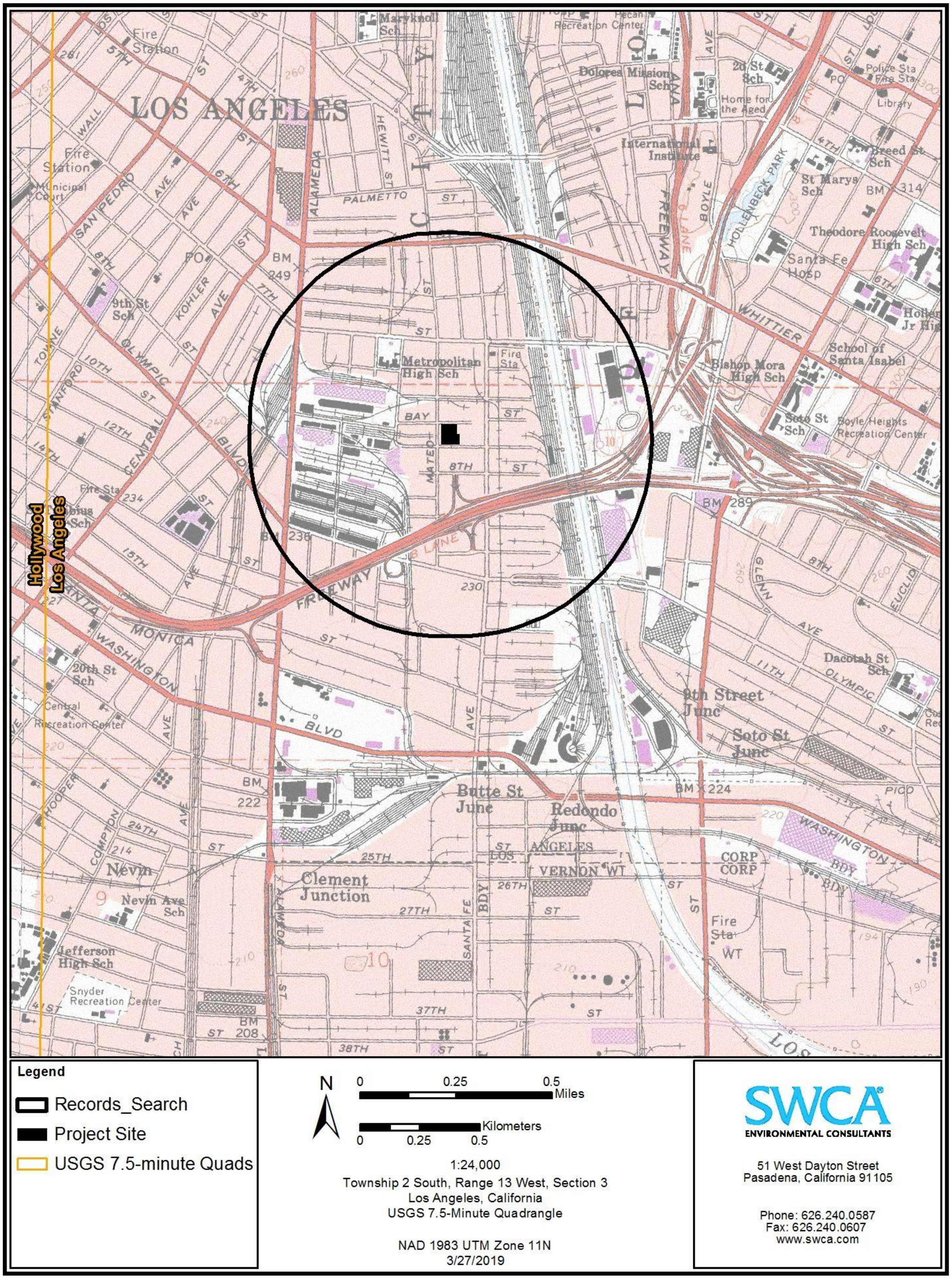

Figure 4. Project site and 0.5-mile records search radius plotted on USGS 7.5-minute quadrangle.

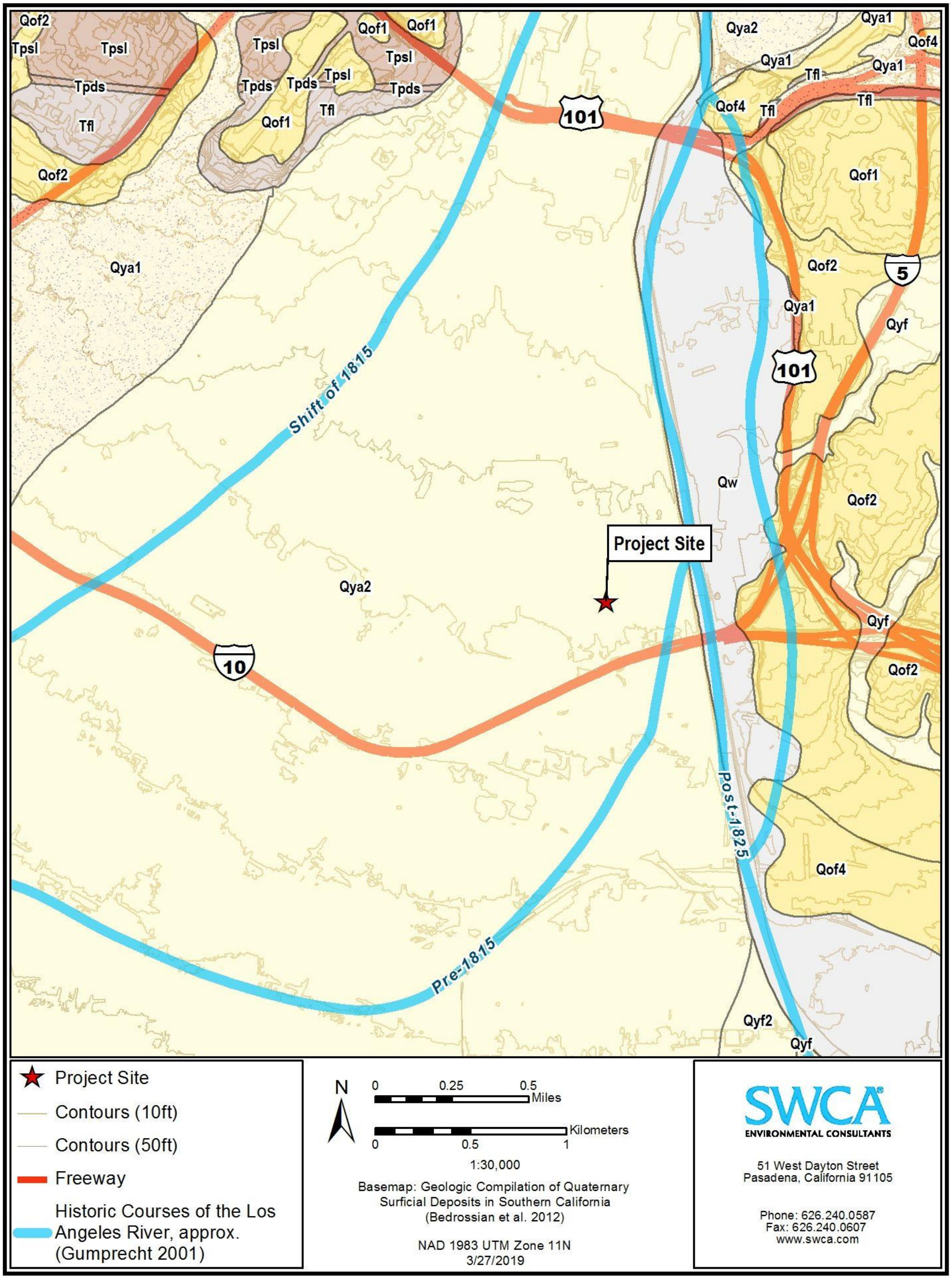

Figure 5. Surficial geology from Bedrossian and Roffers (2012) and former courses of the Los Angeles River from Gumprecht (2001).

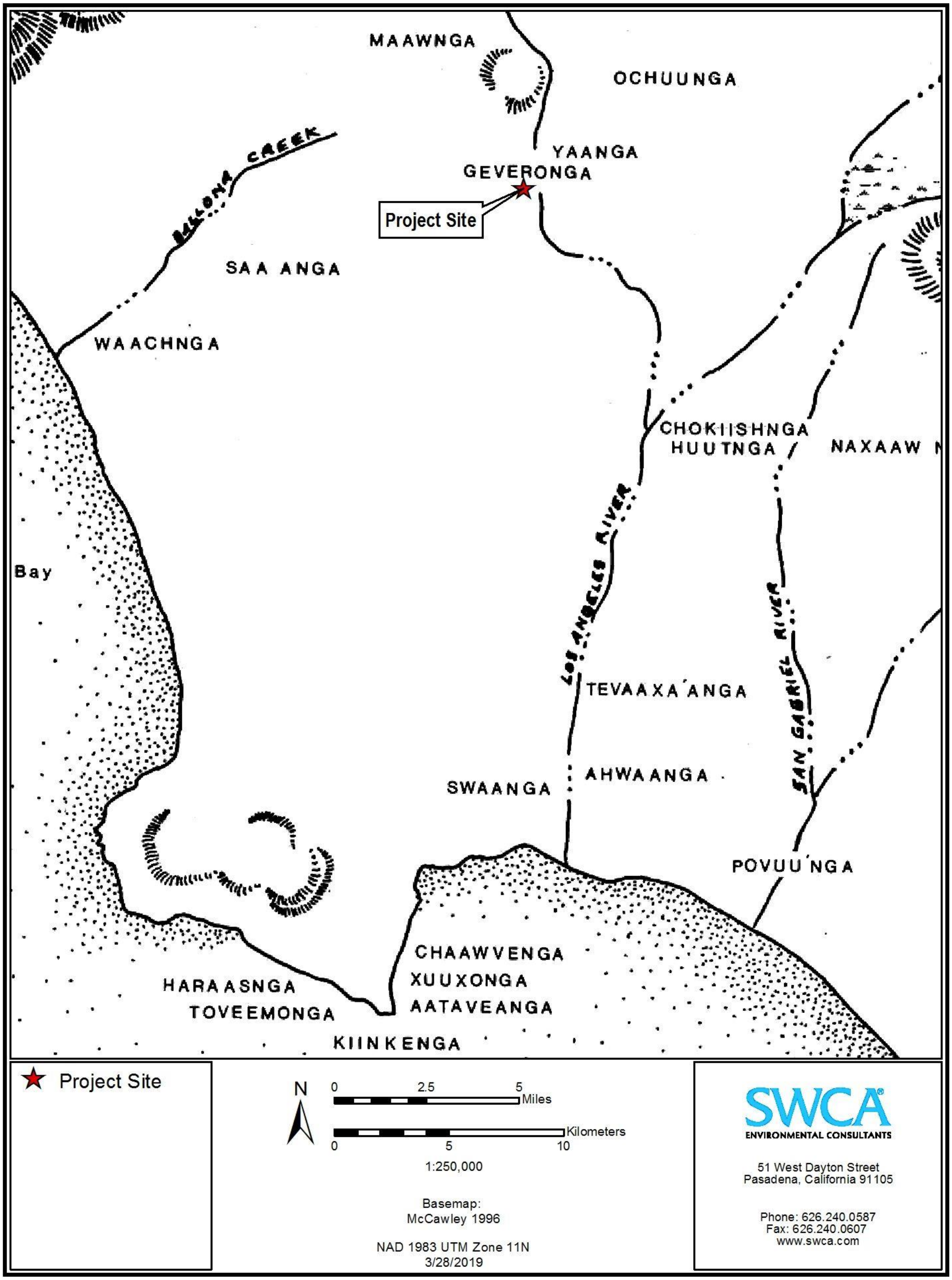

Figure 6. Project site plotted on McCawley's (1996:36) map of Gabrielieno placenames cited in ethongraphic sources.

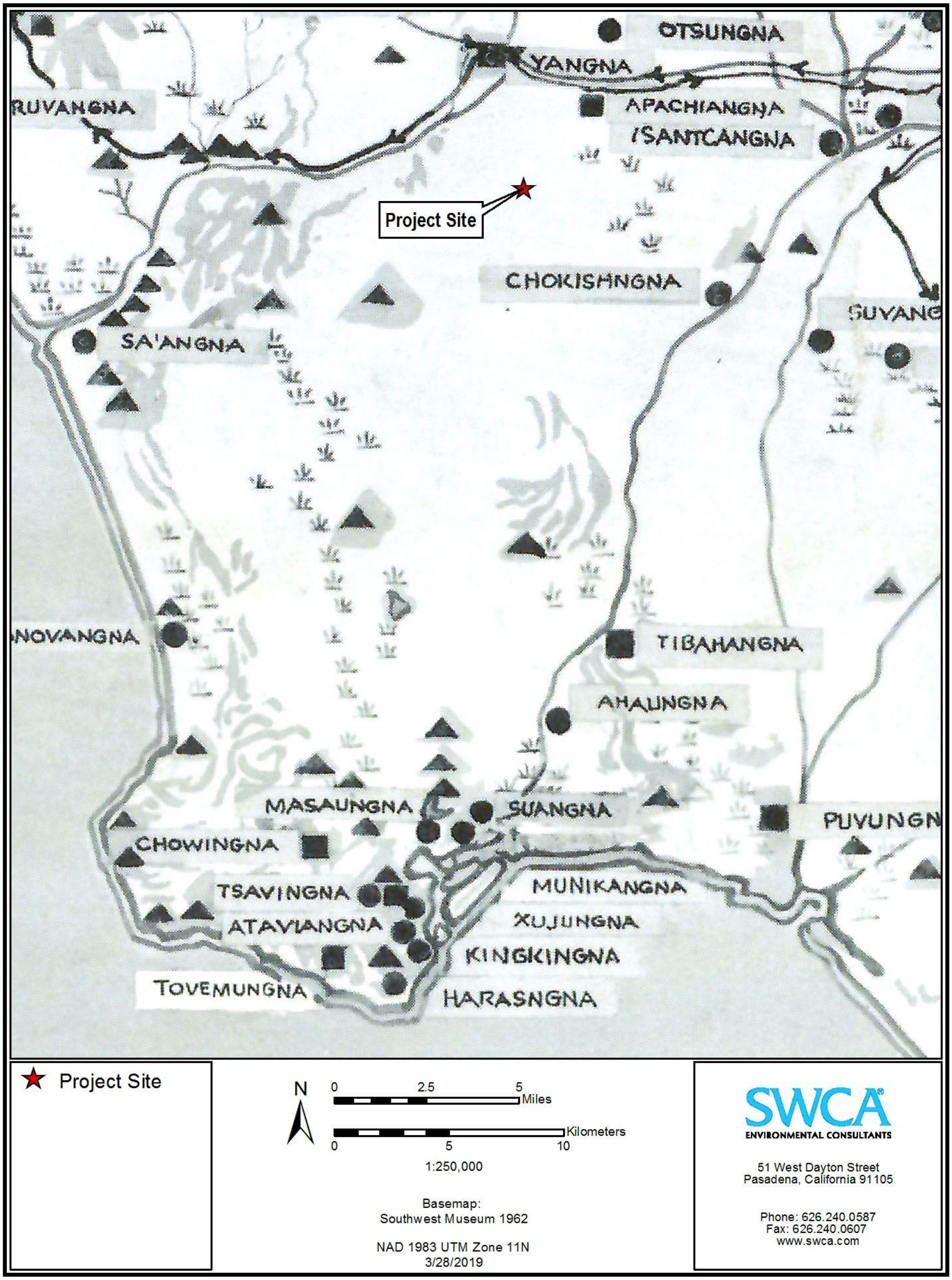

Figure 7. Project site plotted on a map of Native American and historical sites in the Los Angeles Basin published by the Southwest Museum (1962) and re-printed in Johnston (1962).

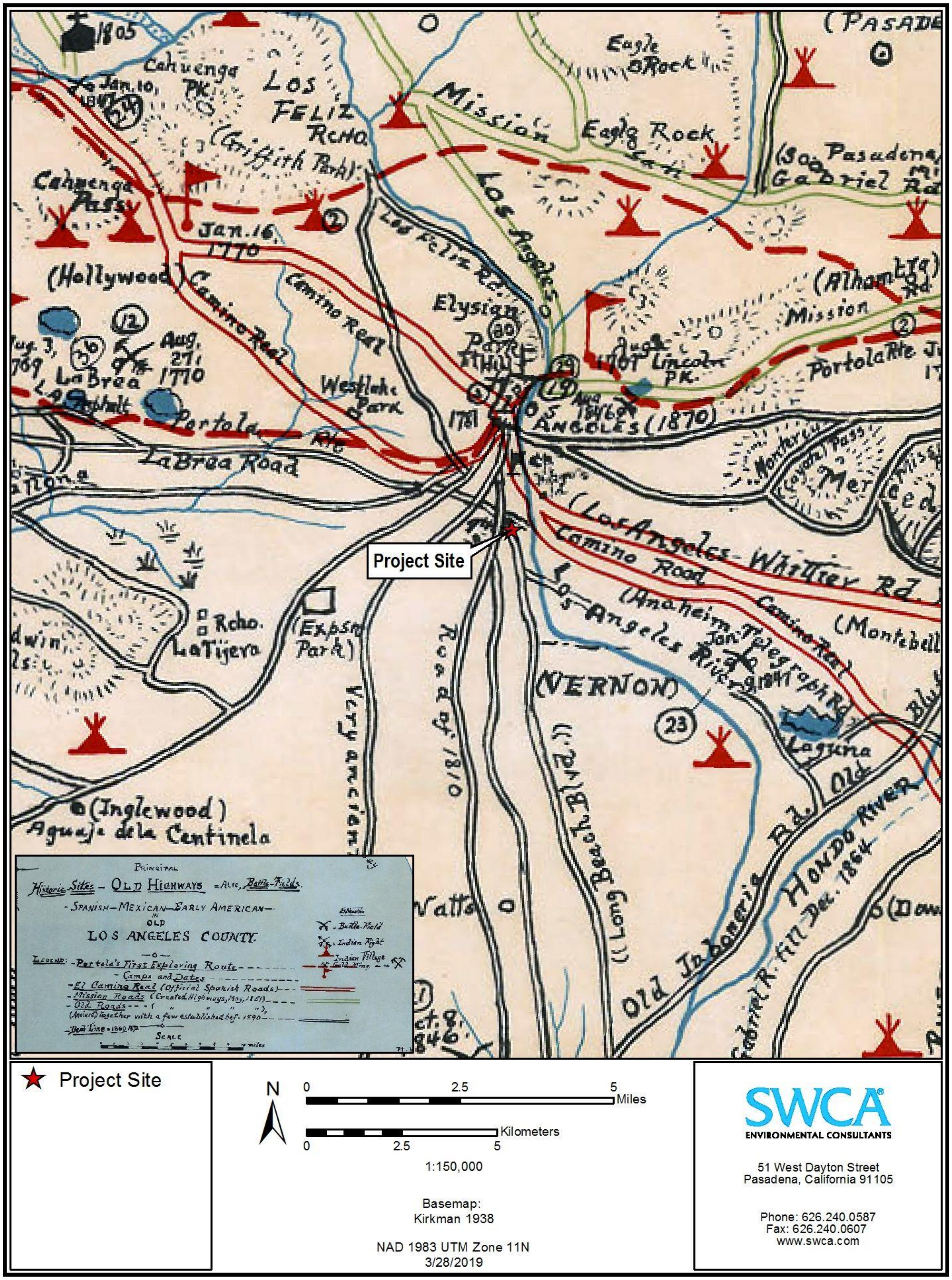

Figure 8. Project site plotted on the Kirkman-Harriman map (Kirkman 1938).

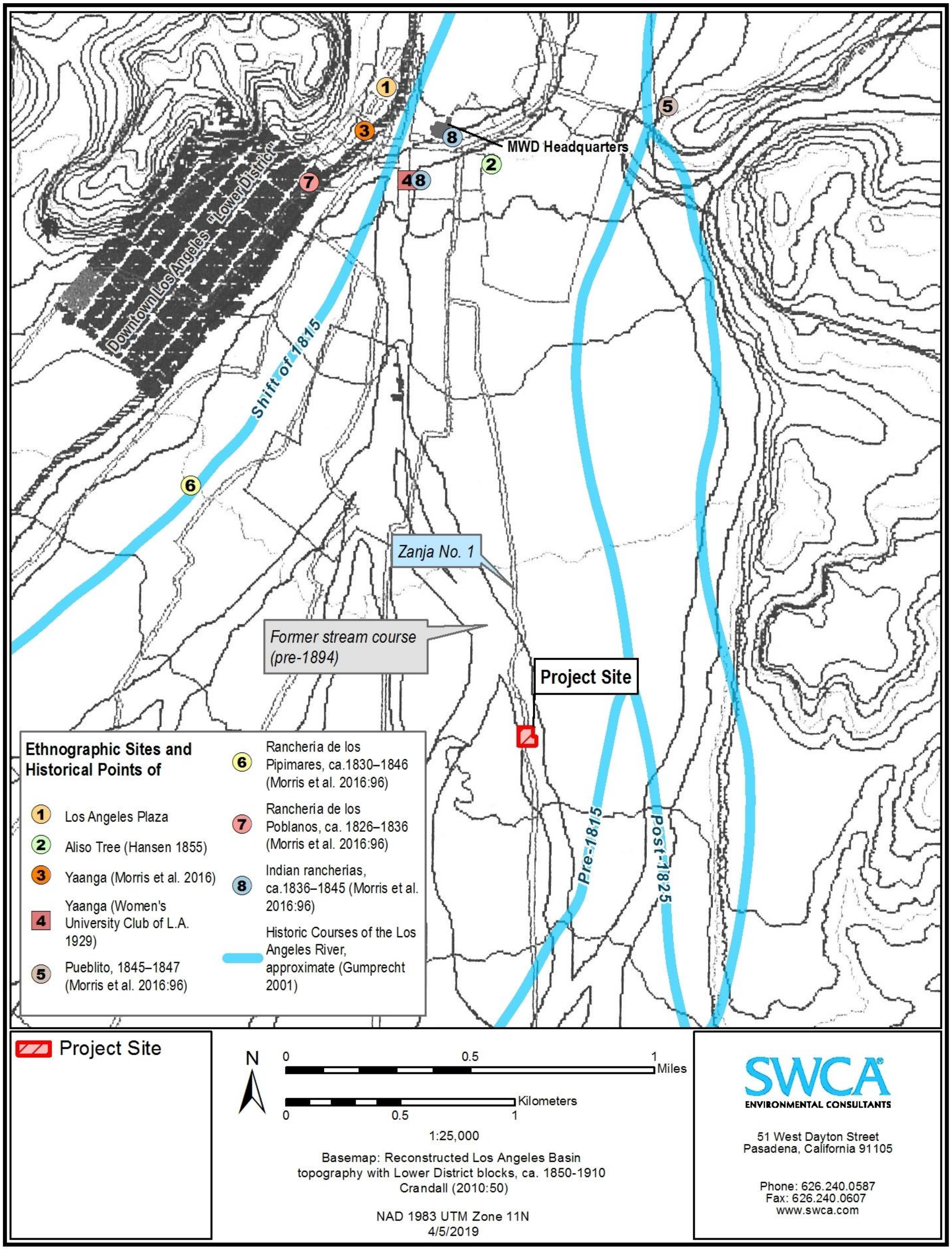

Figure 9. Historical reference points associated with Gabrielino settlement in the downtown Los Angeles area. The base map is a reconstruction of the late nineteenth century topography (gray contours) that includes former stream courses, irrigation channels (zanjas), and parcels composing the downtown "Lower District" (now downtown Los Angeles). Sources for the locations are indicated in the legend and footer.

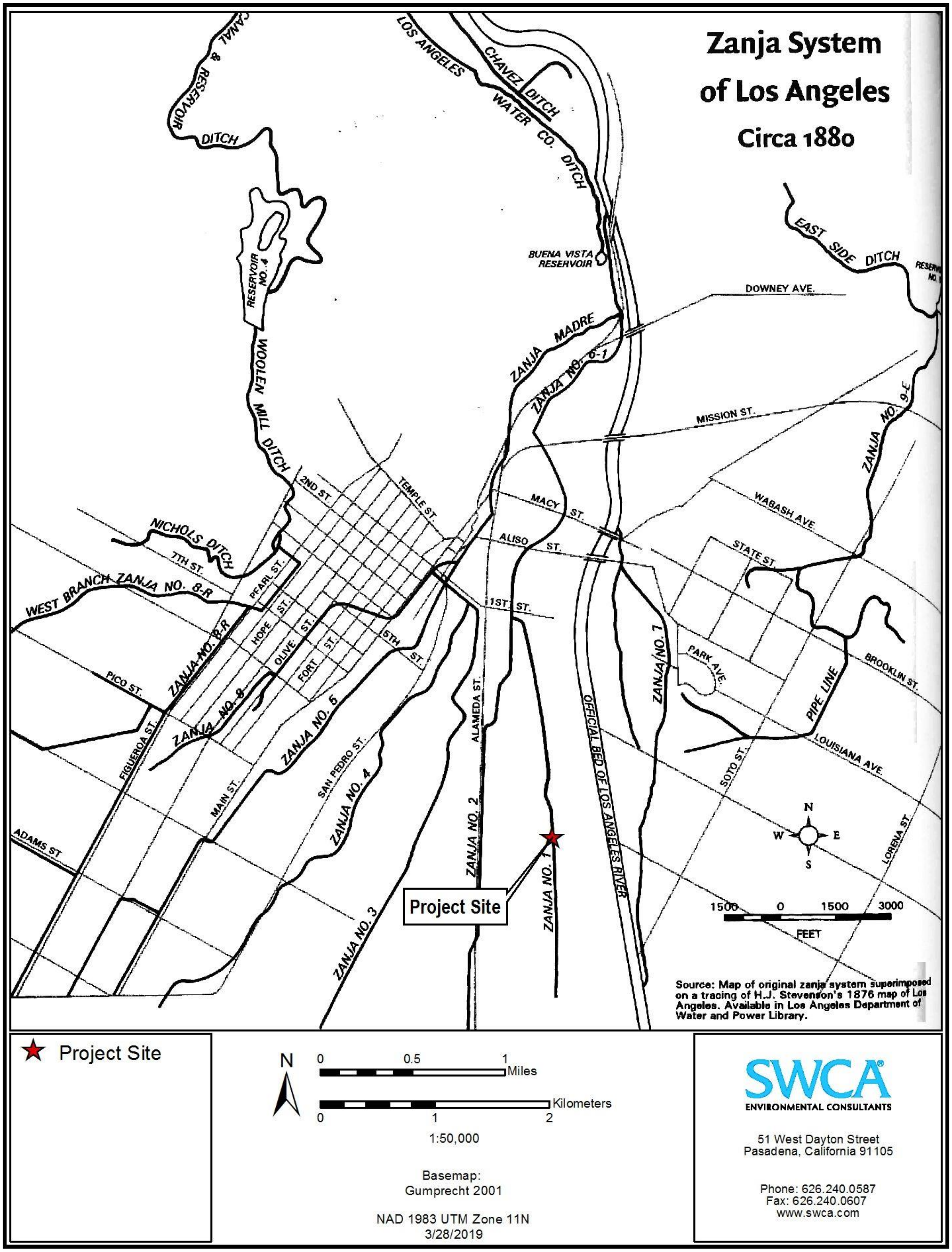

Figure 10. Project site plotted on a Gumprecht's (2001) map of the Los Angeles Zanja system.

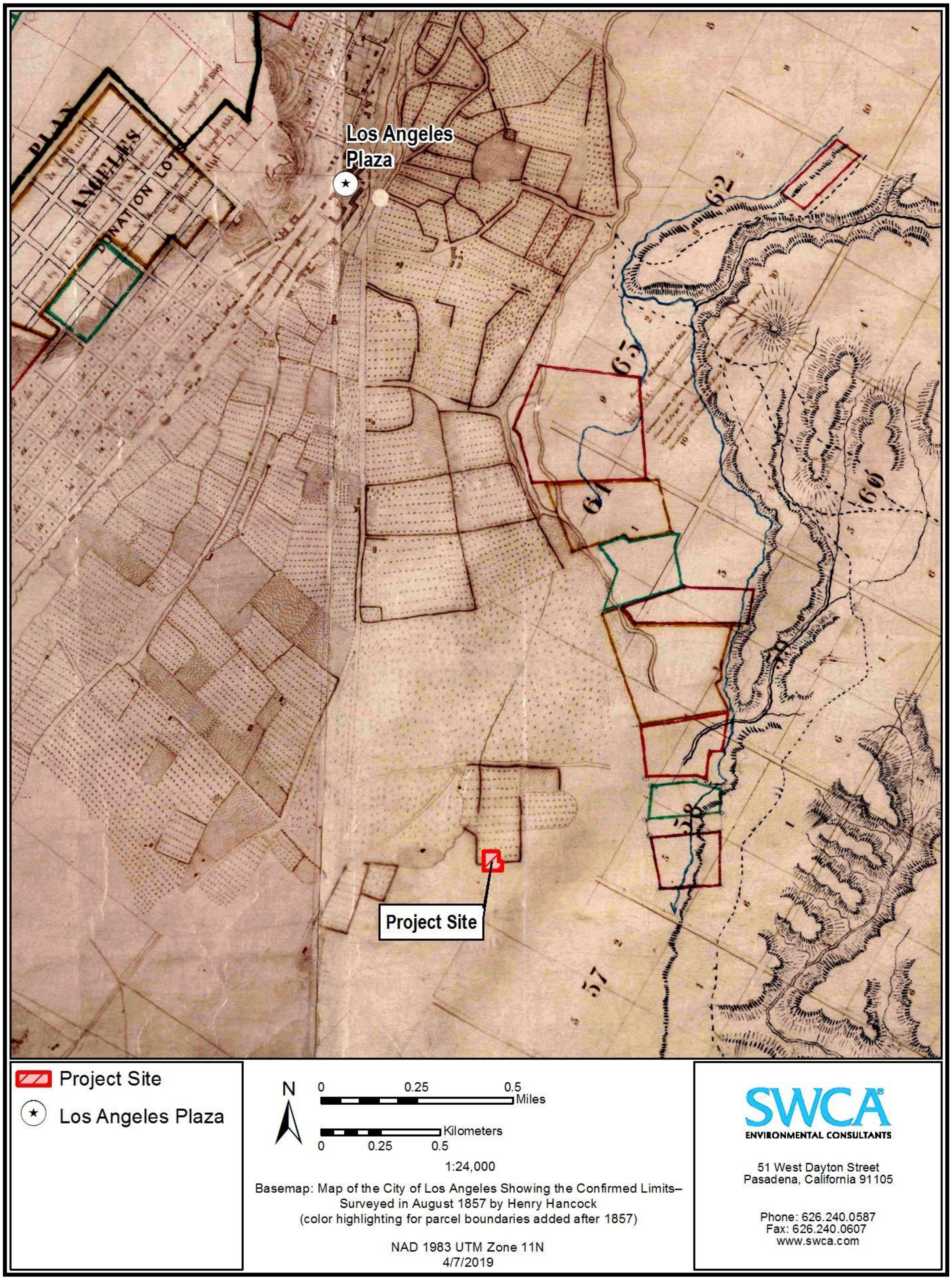

Figure 11. Project site plotted on an appended draft of Hancock's 1857 map, which was based on Ord's original map of the City (Ord 1849). The parcel overlapped by the Project site was identified as a corn field in Ord's original map. The colored property lines were added after 1857.

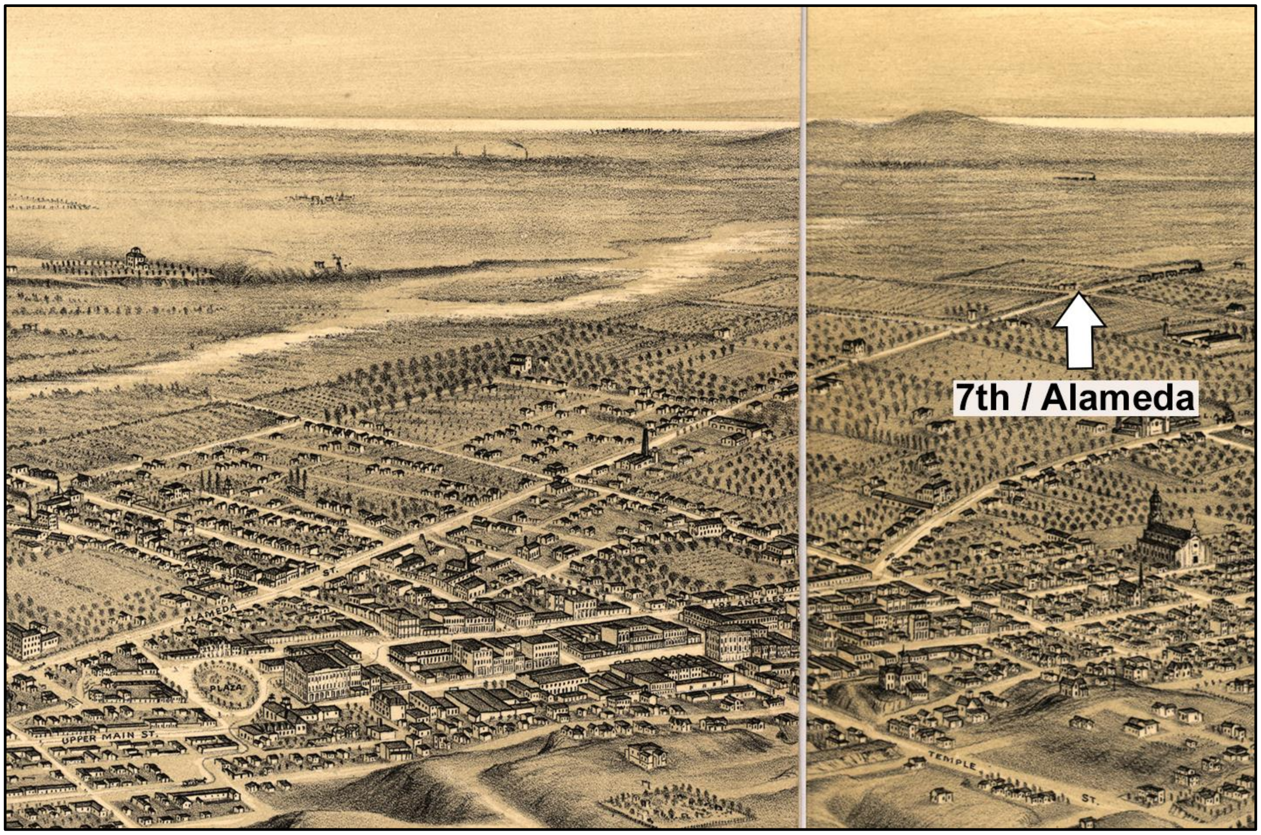

Figure 12. Bird's eye view of Los Angeles facing southwest illustrated by E.S. Glover in 1877. The Project site is located in the area southwest of 7th and Alameda Streets.

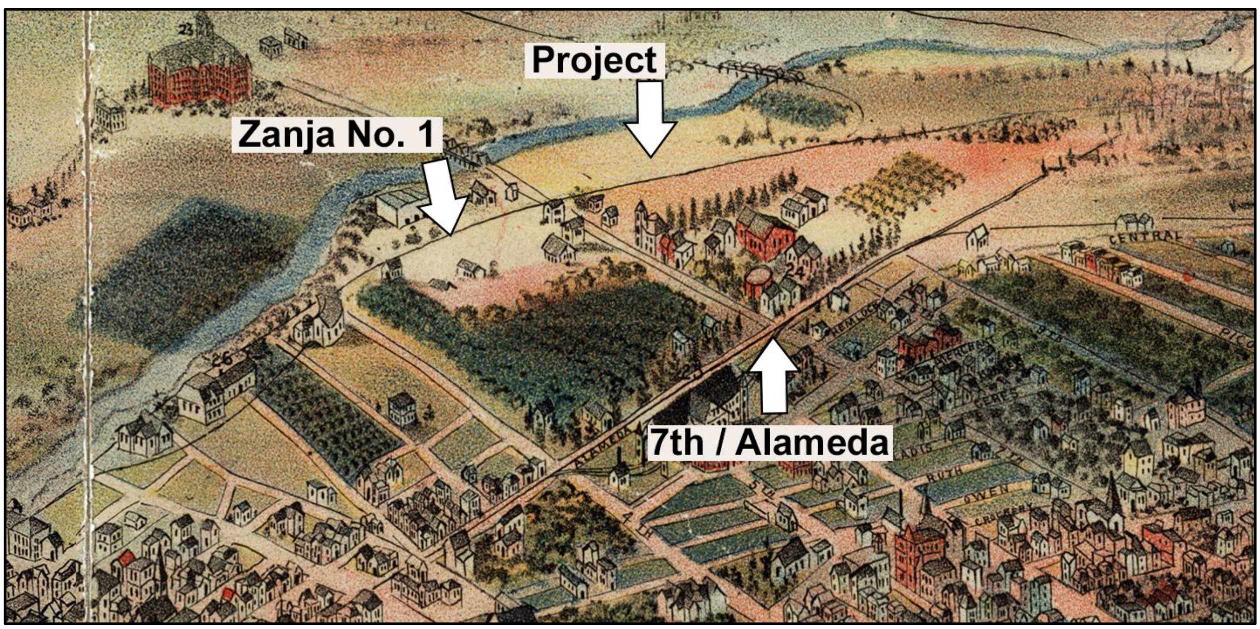

Figure 13. Illustration of Los Angeles by H.B. Elliott in 1891 facing southwest showing the vicinity of the Project site and an early alignment of Zanja No. 1. The zanja alignment corresponds to the same approximate route depicted by Ord, Hancock, and Hanson's survey maps. The Project site is located in the open space between the Los Angeles River and Alameda Street, south of 7th Street.

Figure 14. View of 7th Street at Mateo Street, facing west toward Alameda Street, 1933. (Source: USC Libraries Special Collections, Dick Whittington Studio, File DW-1933-05-27-153, Image 2)

Figure 15. View of 7th Street at Mateo Street, facing east towards the Los Angeles River, 1933. (Source: USC Libraries Special Collections, Dick Whittington Studio, File DW-1933-05-27-153, Image 3)

Figure 16. Project site plotted on the original plat for the City of Los Angeles, surveyed in 1858 by Henry Hancock and published in 1859. The city limits are outlined light red. The historic core—including the Los Angeles Plaza and pueblo site—are located in the center.

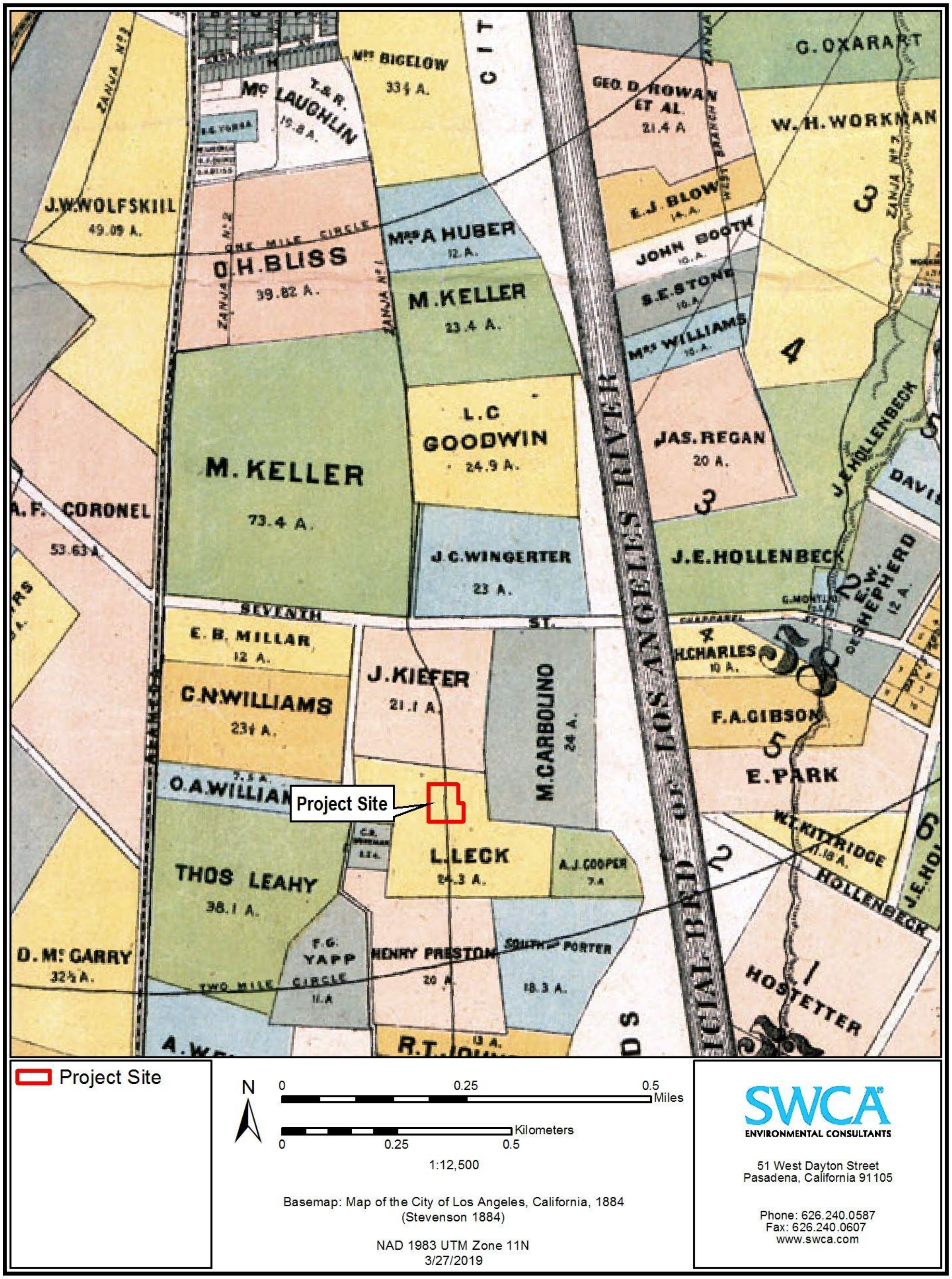

Figure 17. The project site plotted on Stevenson's 1884 real estate map. The project site is in a parcel owned by Lorenzo Leck, and Zanja No. 1 is located directly within the Project site.

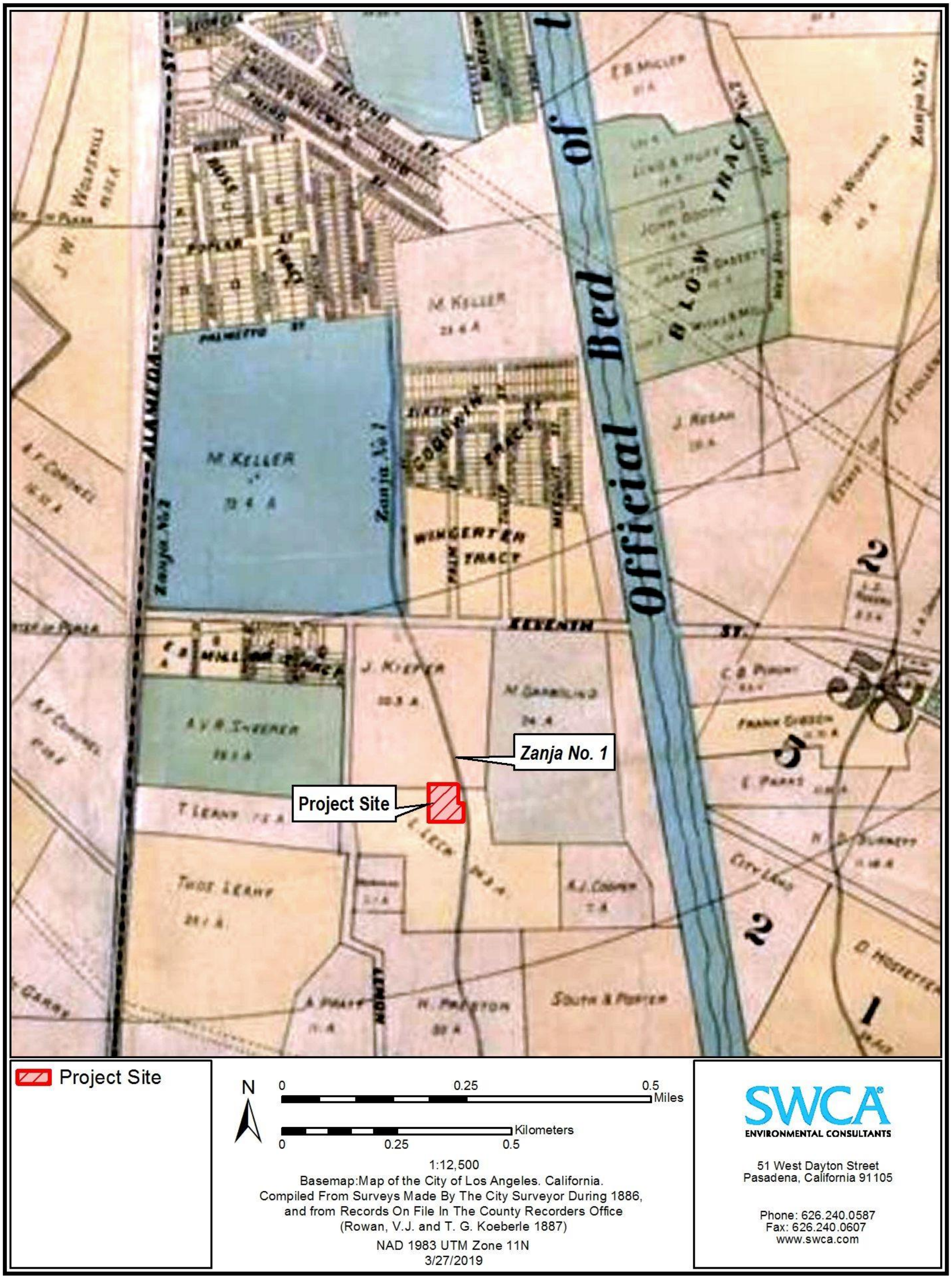

Figure 18. The Project site plotted on Rowan and Koeberle's 1886 map of Los Angeles. Note the alignment of Zanja No. 1 east of the Project site.

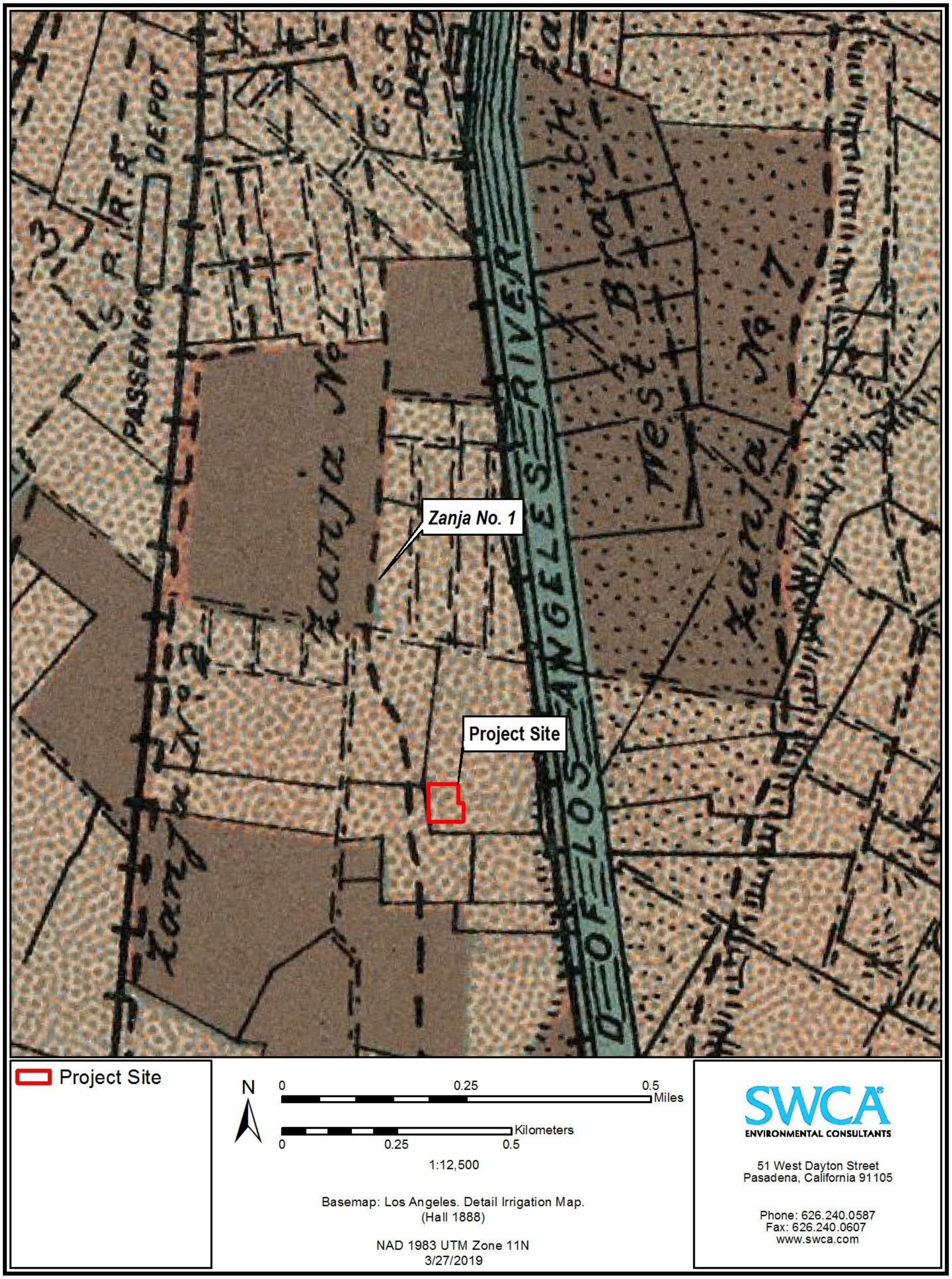

Figure 19. Project site plotted on a map from Hall's (1888) irrigation report. The map depicts Zanja No. 1 west of Project site.

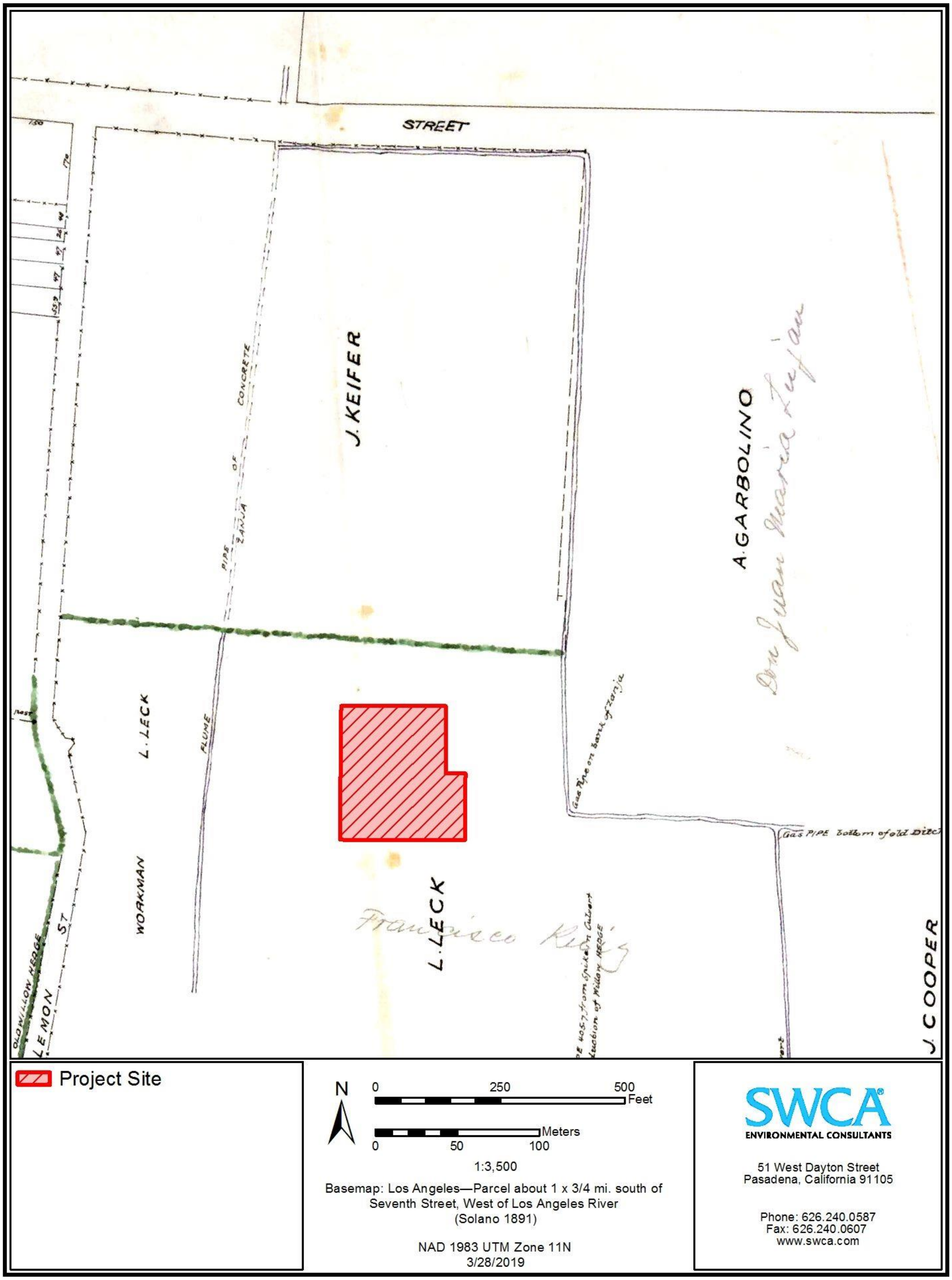

Figure 20. 1891 parcel map showing detailed location of Zanja No. 1 in relation to the Project Site. The green line on the left is labeled as "Old Willow Hedge."

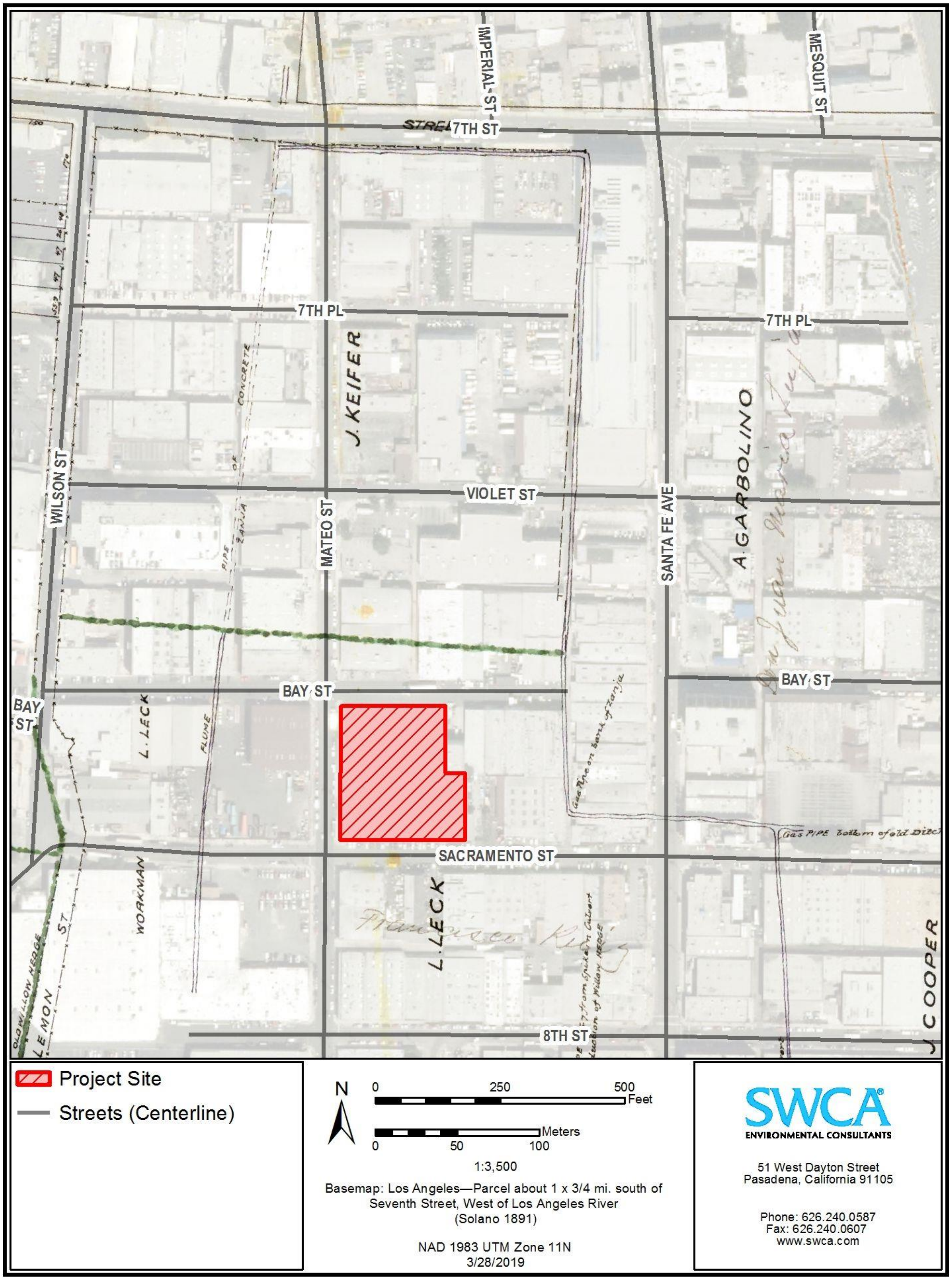

Figure 21. 1891 parcel map projected on a 2013 aerial photograph with current street alignments.

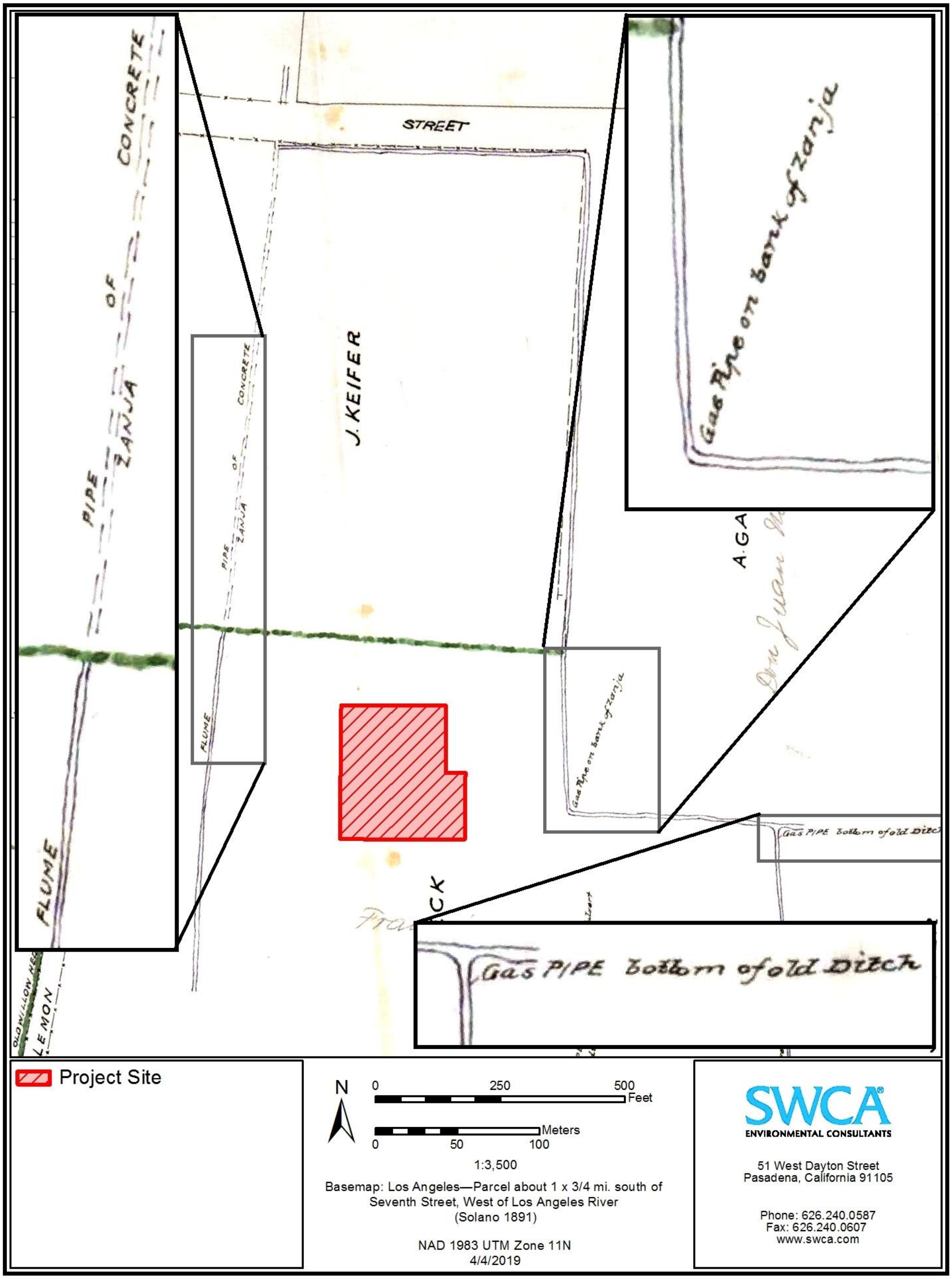

Figure 22. 1891 parcel map with detailed views of the labels (insets) identifying the location and materials (concrete pipe and wood flume) of Zanja No. 1 and unnamed spurs, labeled "Old Ditch."

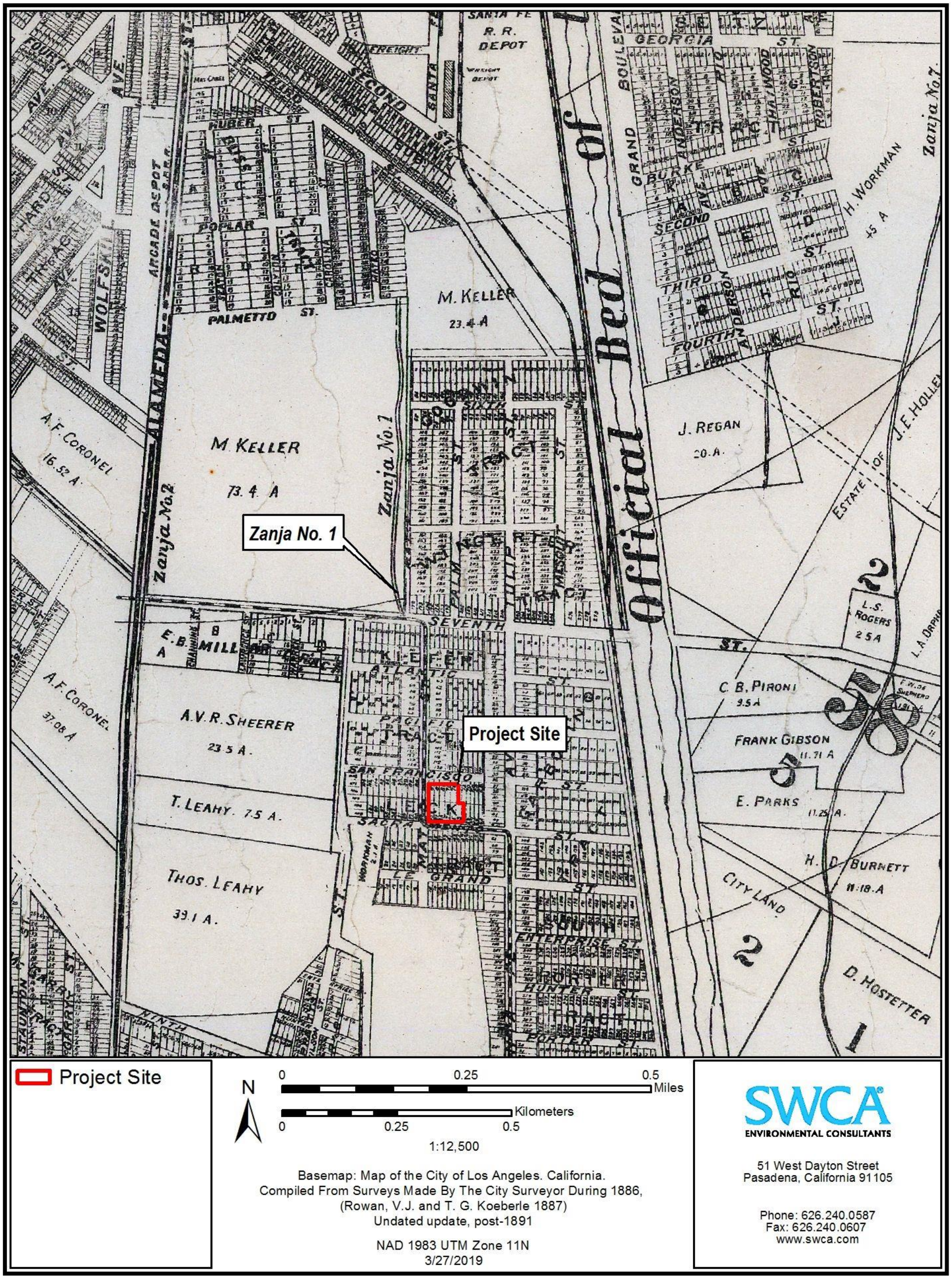

Figure 23. Project site plotted on an 1887 city map. This map is an updated version of Rowan and Koeberle's earlier 1886 map, showing the extensive development that occurred at the time. Zanja No. 1 can still be seen north of 7th Street but appears to longer exist within the Project site.

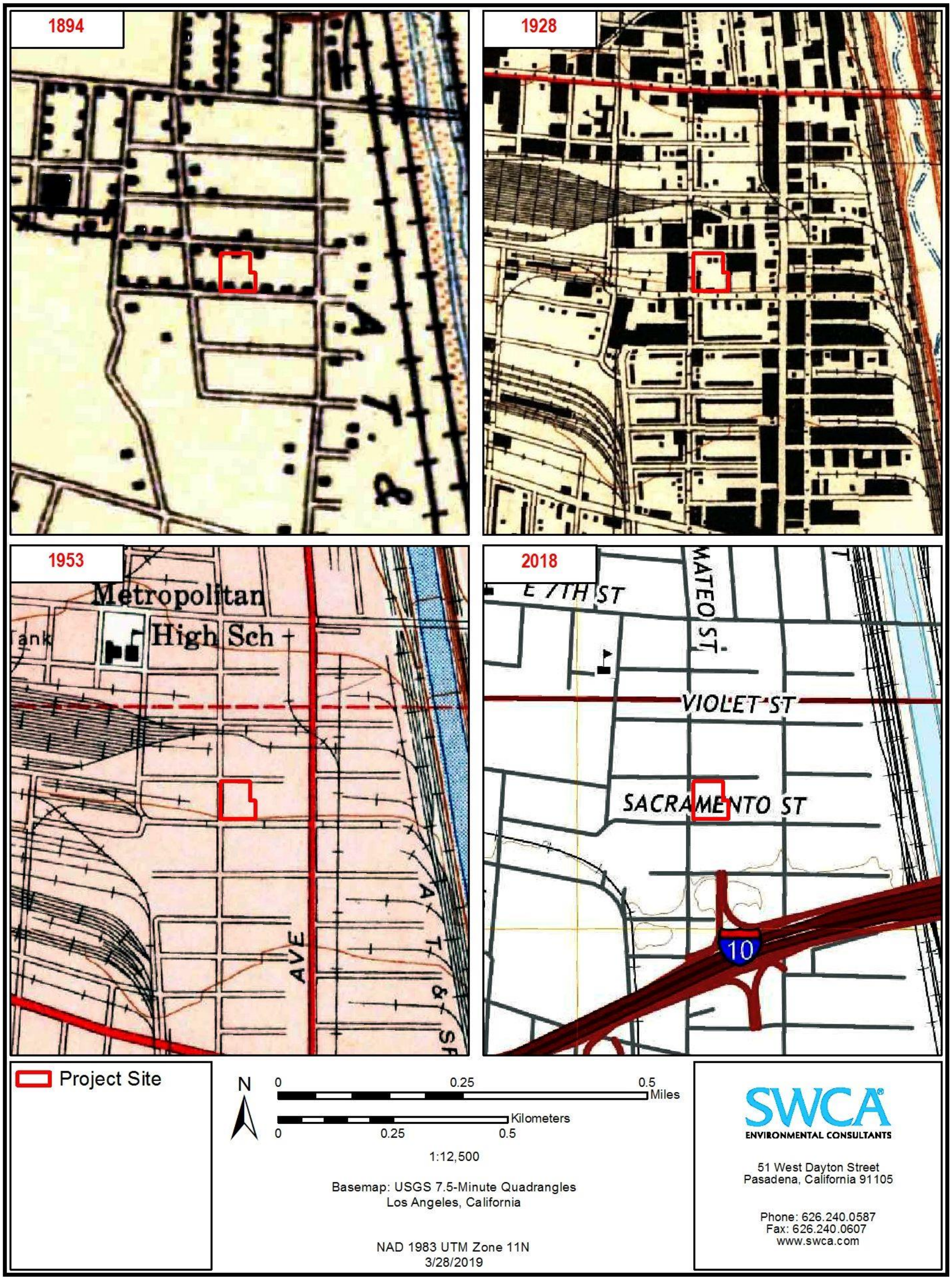

Figure 24. Project site plotted on USGS 7.5-minute topographic quadrangles from 1894 to 2018. Note that Mateo Street was present but not included in the 1894 map.

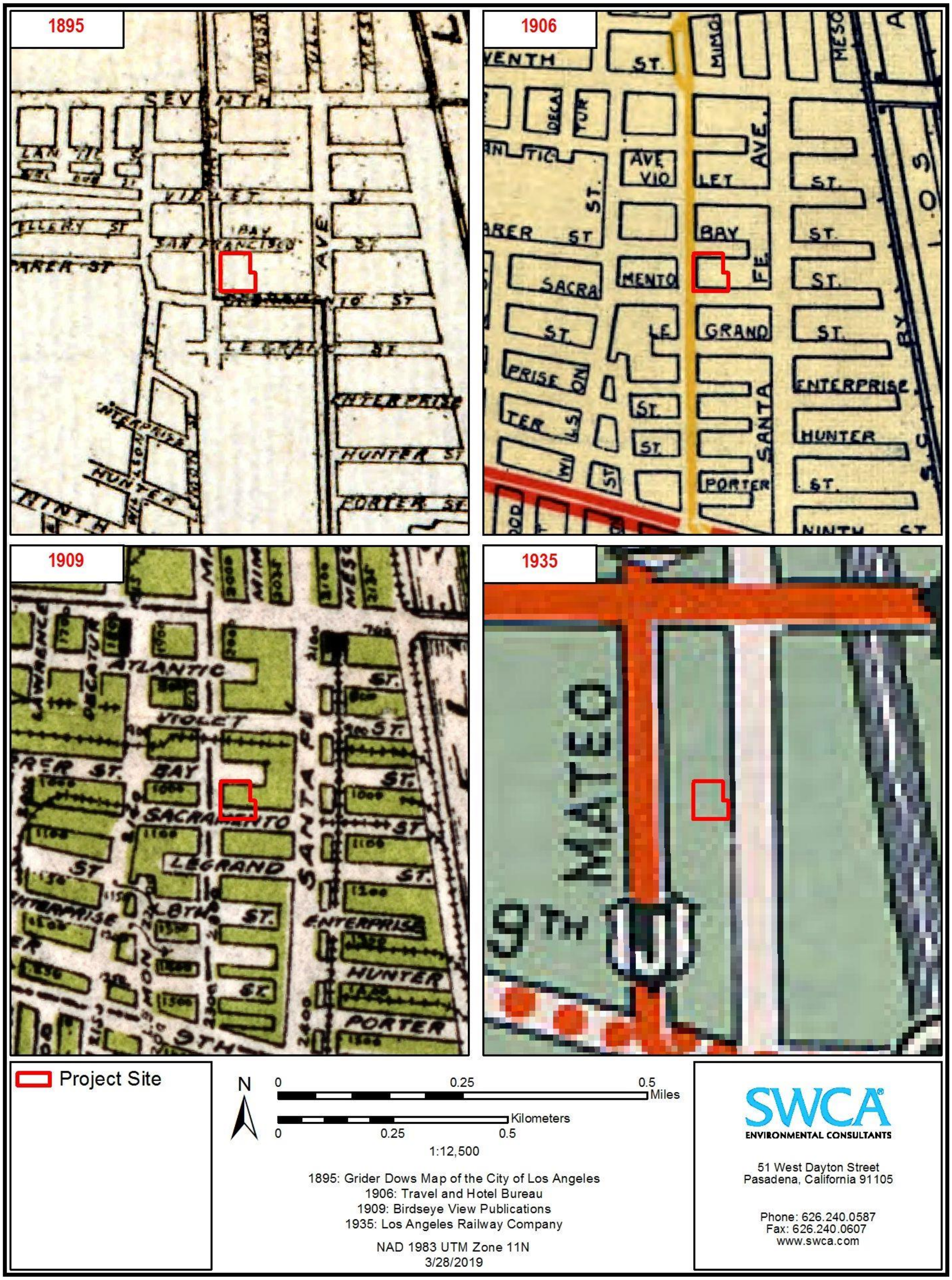

Figure 25. Project site plotted on Los Angeles street maps published between 1895 and 1935. Note railway spurs and street car tracks.

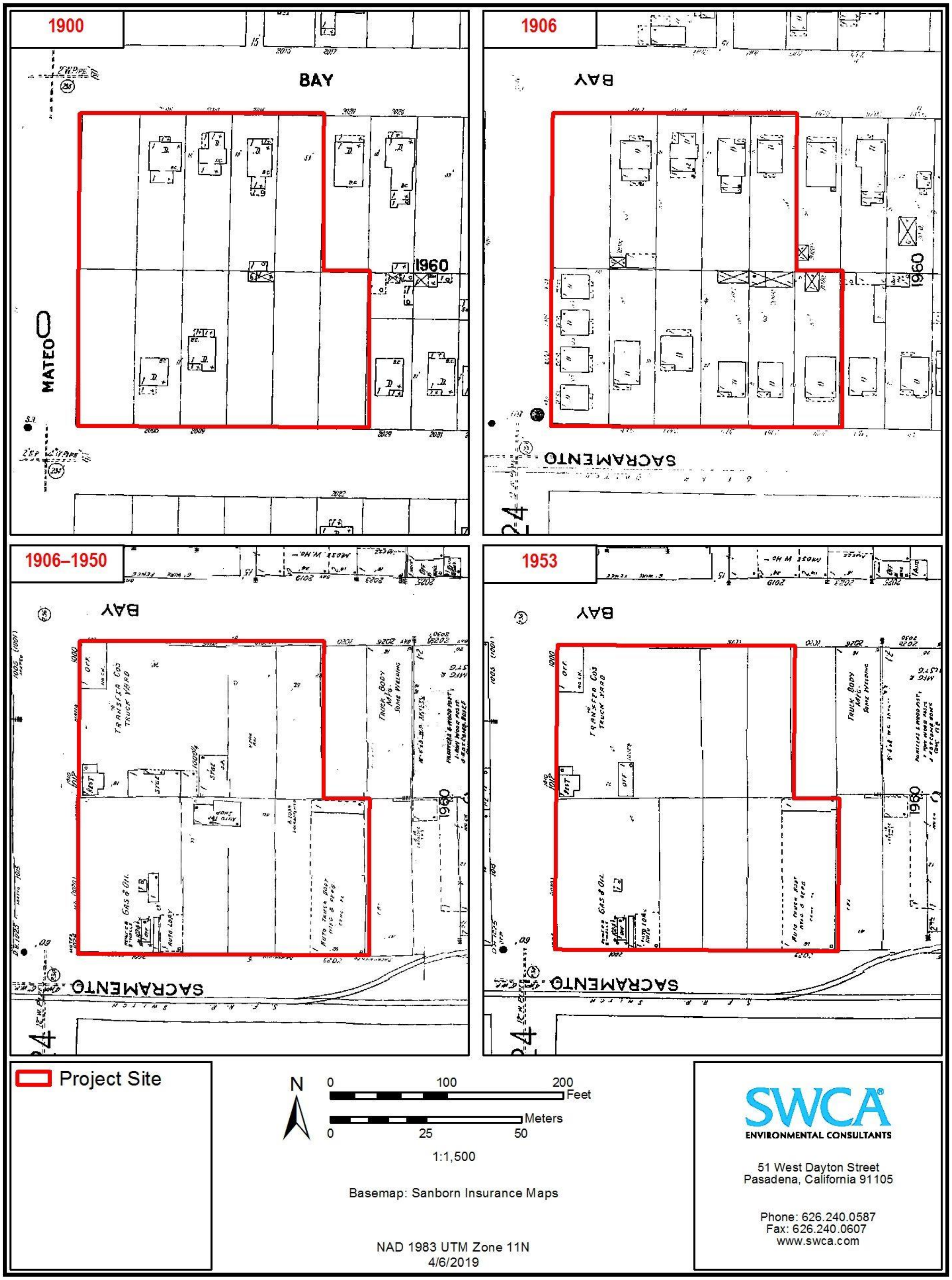

Figure 26. Project site plotted on Sanborn Fire Insurance maps from 1900 to 1953.

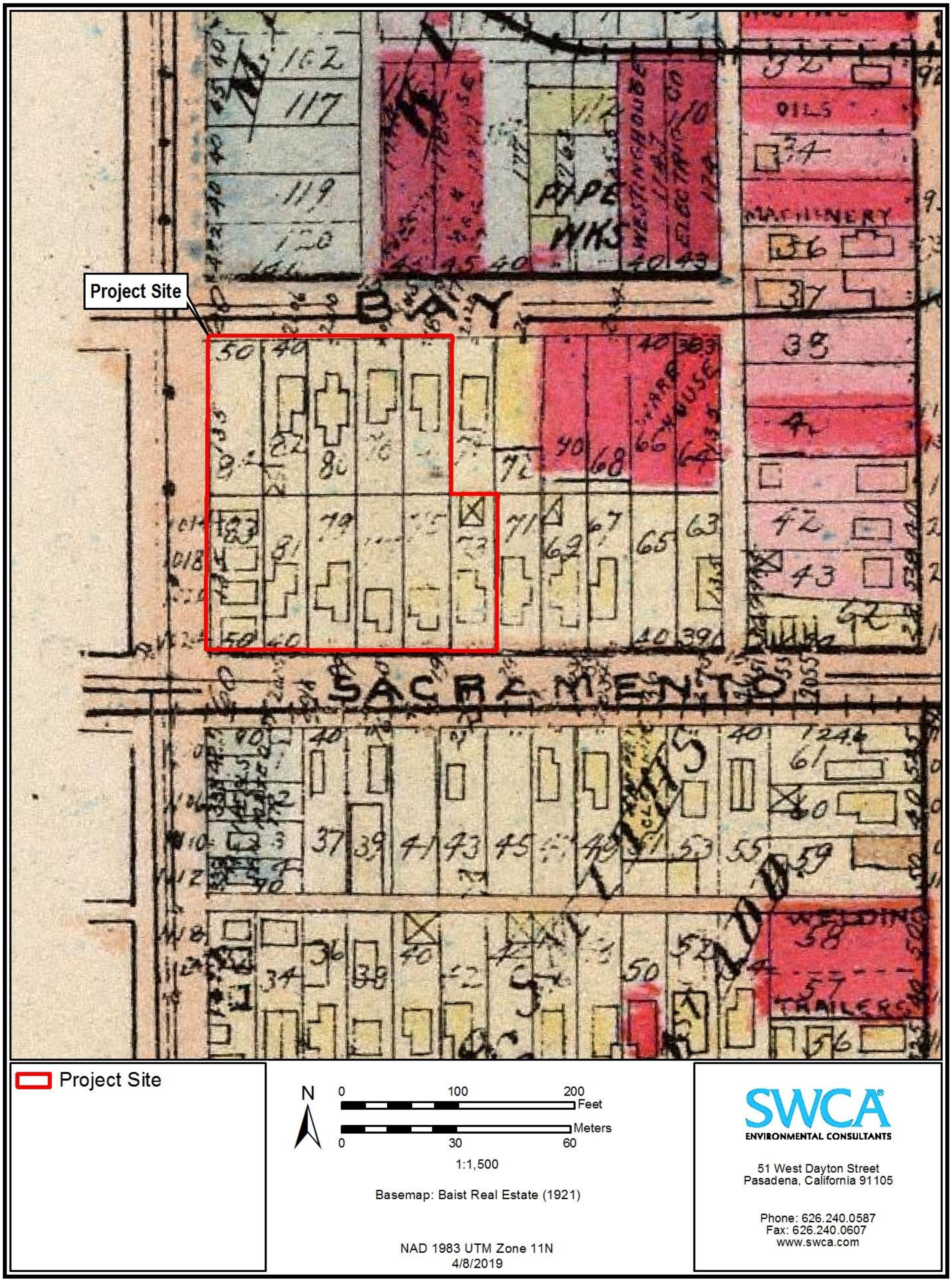

Figure 27. Project site plotted on a 1921 Baist Real Estate map.

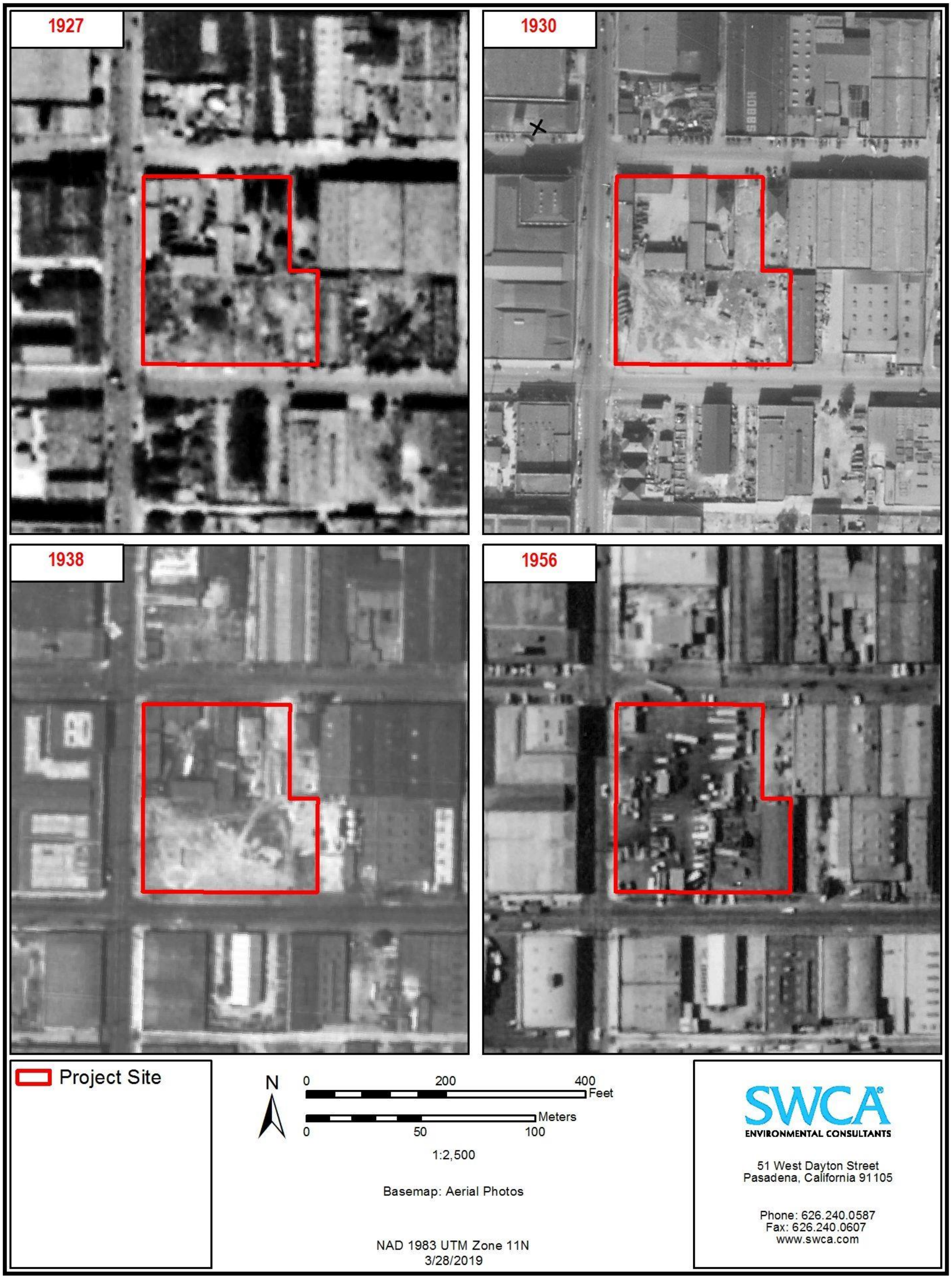

Figure 28. Project site plotted on aerial photographs from 1927, 1930, 1938, and 1956.

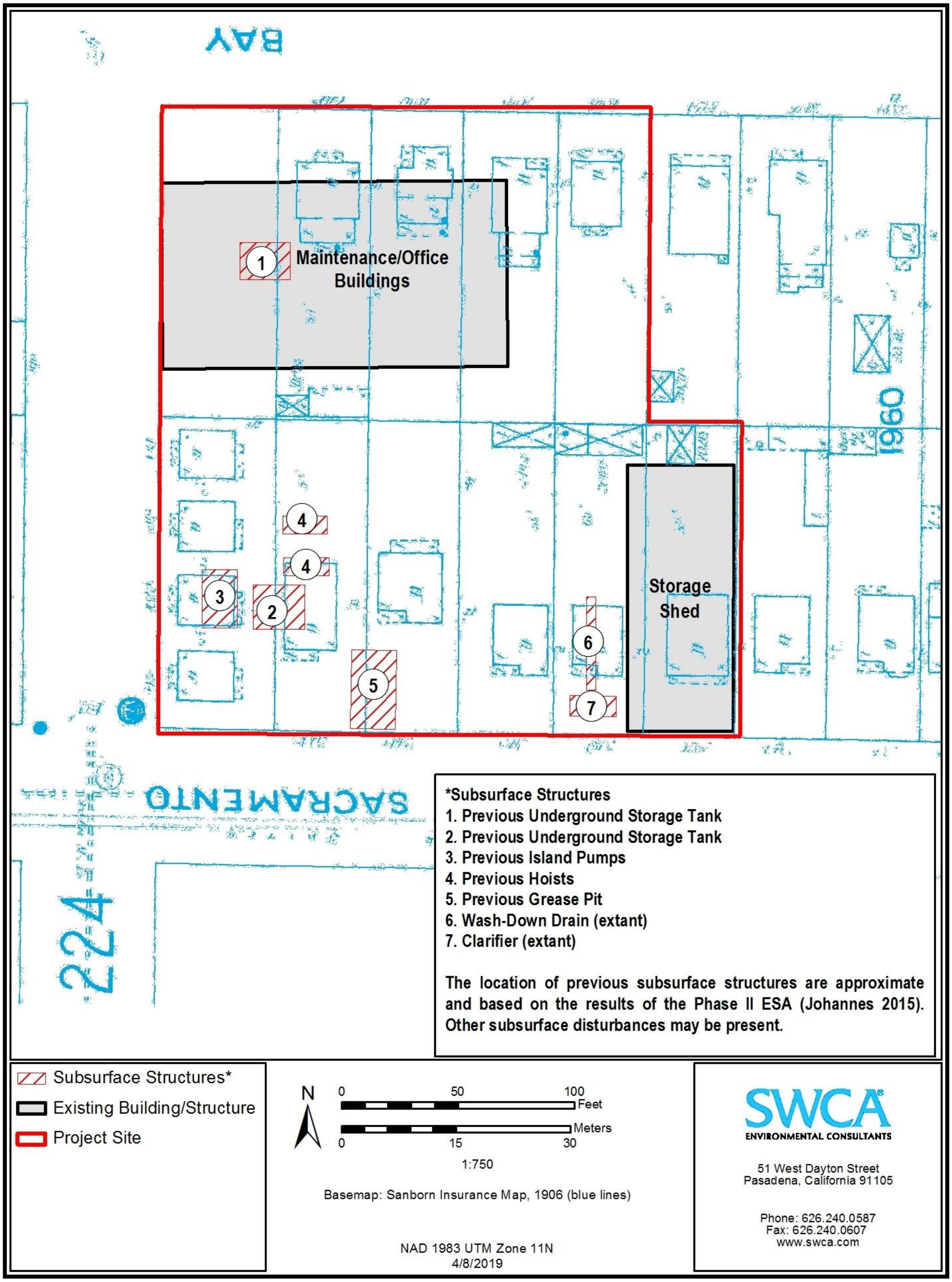

Figure 29. Previous and extant Subsurface structures identified in the Phase II ESA (Johannes 2015) overlaid on 1906 Sanborn Insurance Map.

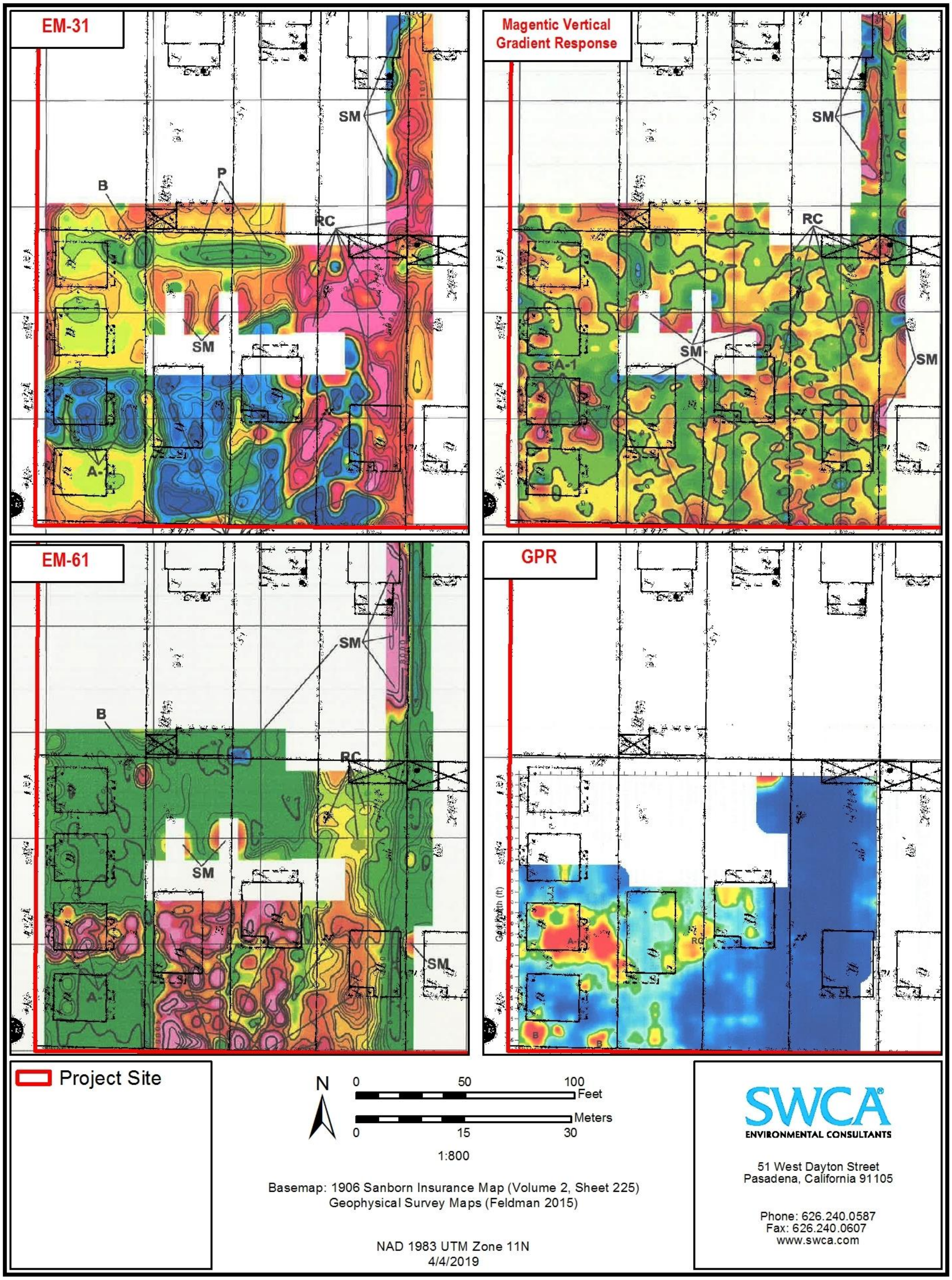

Figure 30. Geophysical survey results (Feldman 2015) superimposed on the 1906 Sanborn Insurance Map.

Appendix B.

Confidential Report Figures

[CONFIDENTIAL—NOT FOR PUBLIC DISTRIBUTION]

Archaeological and other heritage resources can be damaged or destroyed through uncontrolled public disclosure of information regarding their location. This appendix contains sensitive information regarding the nature and location of archaeological sites, which should not be disclosed to the general public or unauthorized persons and are exempt from public disclosure pursuant to the Public Records Act (California Code of Regulations Section 15120(d)).

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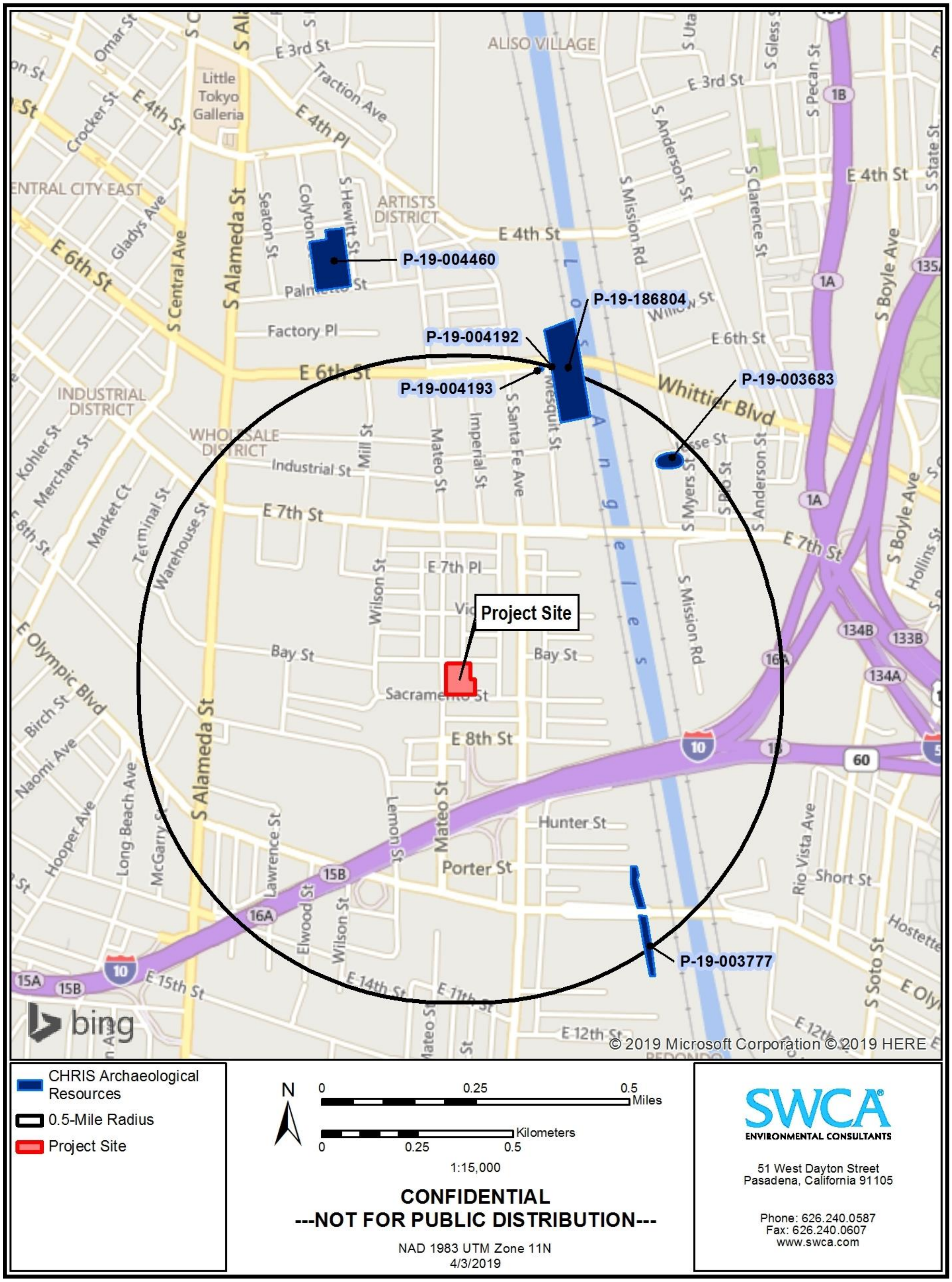

Figure 31. Archaeological resources identified in the CHRIS records search.

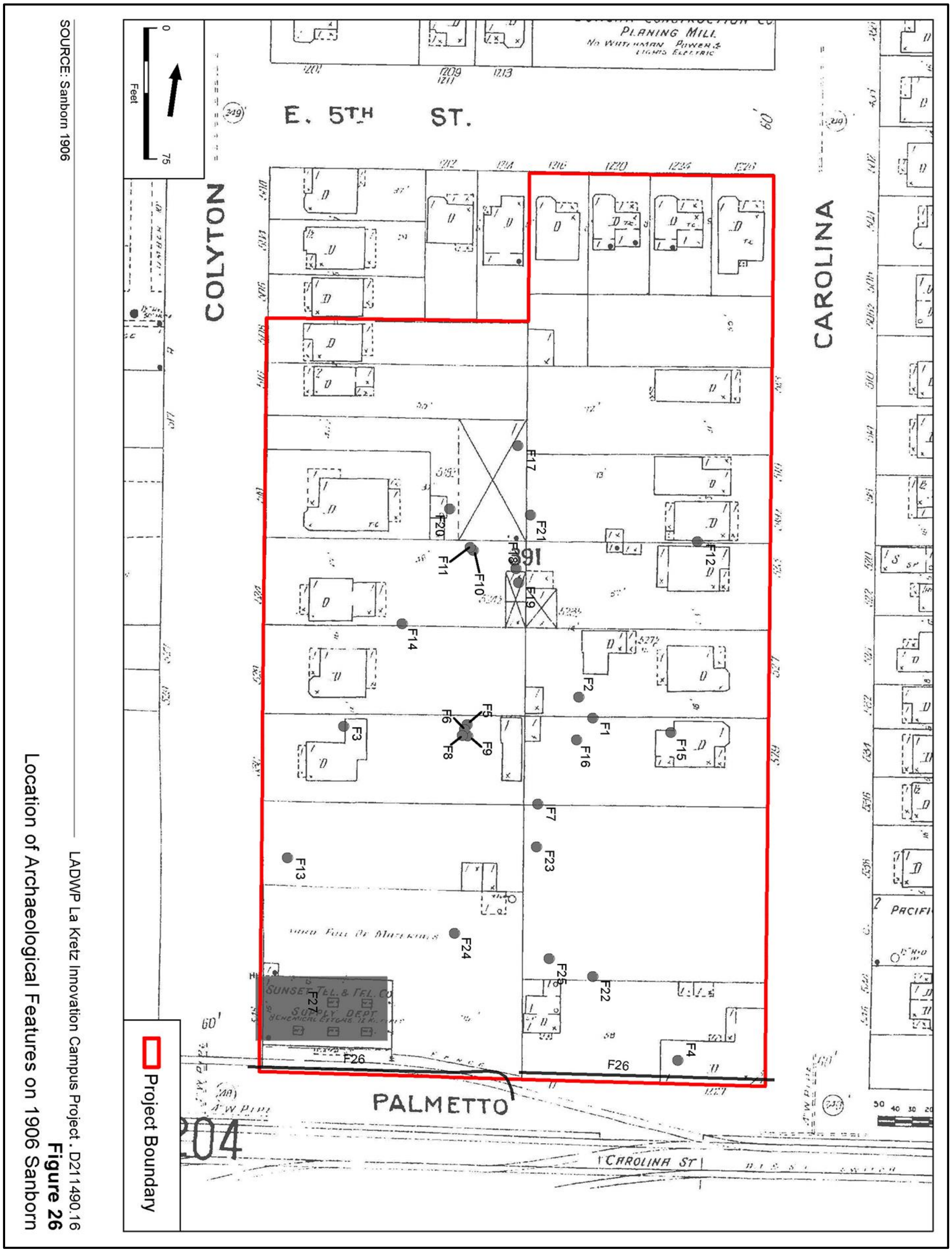

Figure 32. Archaeological features (gray dots) from Site P-19-004460 plotted on a 1906 Sanborn map. The site was recorded during archaeological monitoring for the La Kretz Innovation Campus Project (Bray and Vader 2014:72). The features indicated here were recorded between 10 and 43 inches below the surface.

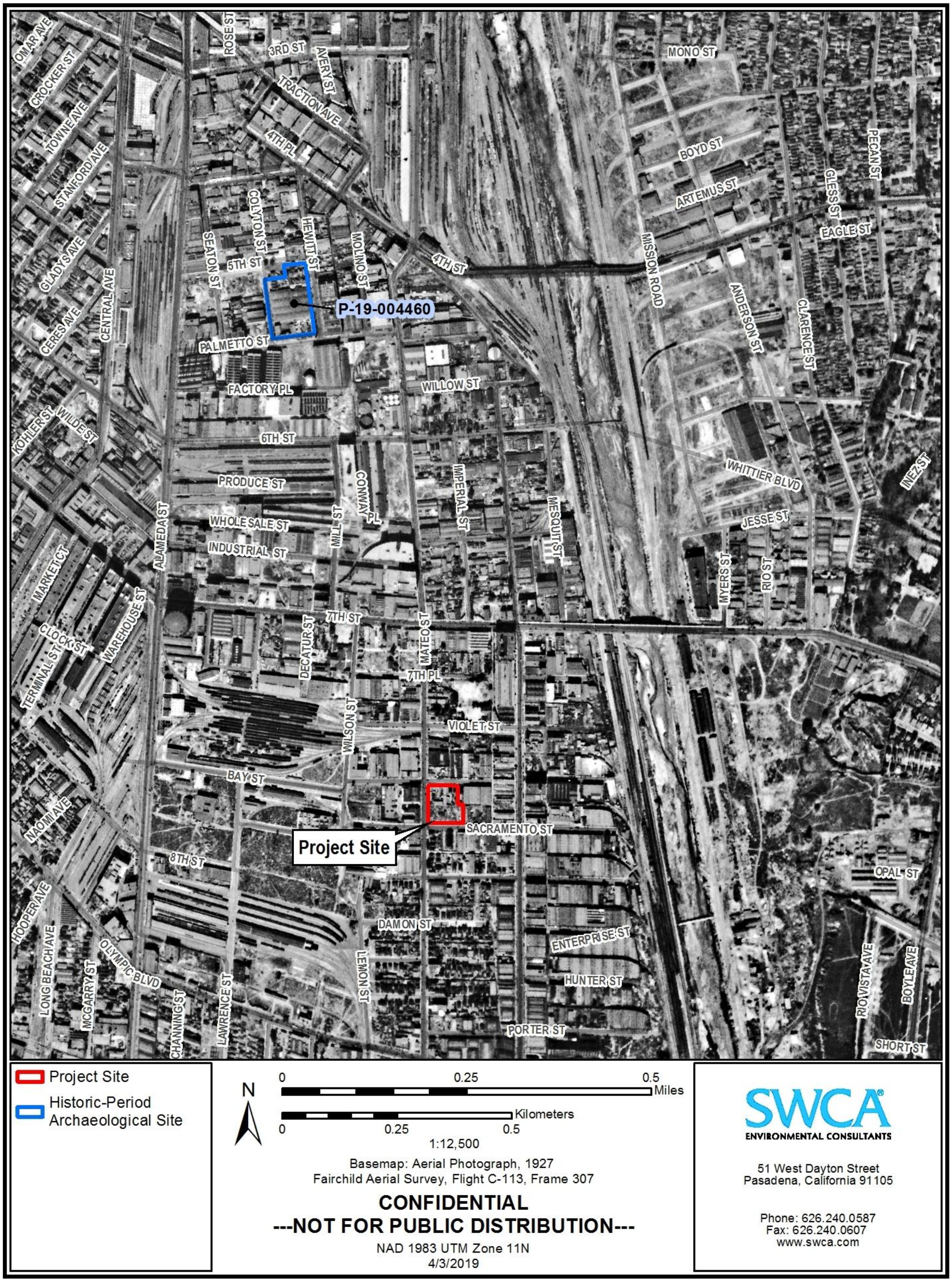

Figure 33. Site P-19-004460 and the Project site plotted on a 1927 aerial photograph.

Appendix C.

Native American Heritage Commission (NAHC) Sacred Lands File (SLF) Search Results Letter

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Appendix C-2:

Native American Heritage Commission

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

April 25, 2019

Chris Millington
SWCA

VIA Email to: cmillington@swca.com

RE: 1024 Mateo Street Mixed-Use Development Project, Los Angeles County

Dear Mr. Millington:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

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 lists contain current information. If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn

Steven Quinn
Associate Governmental Program Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
4/25/2019

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

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 Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 1024 Mateo Street Mixed-Use Development Project, Los Angeles County.

Appendix D-1:

Geotechnical Investigation

BYER GEOTECHNICAL, INC.

April 16, 2019
BG 23028

Dart Partners, LLC, & Mateo Arts, LLC
20501 Ventura Boulevard, Suite 295
Woodland Hills, California 91364

Attention: Mr. Sammi Shaaya

Subject

Transmittal of Geotechnical Engineering Exploration
Proposed Eight-Story Mixed-Use Building over Subterranean Parking
Lots 73 and 75 - 84, Hiscock and Smiths First Addition Tract
2006 - 2018 East Bay Street, 1000 - 1026 South Mateo Street, and
2001 - 2023 East Sacramento Street (AKA 1024 Mateo Street)
Los Angeles, California

Dear Mr. Shaaya:

Byer Geotechnical has completed our report dated April 16, 2019, which describes the geotechnical engineering conditions with respect to the proposed project. The reviewing agency for this document is the City of Los Angeles, Department of Building and Safety (LADBS). The reviewing agency requires two unbound copies, one with a wet signature, a CD (PDF format), an application form, and a filing fee. Copies of the report have been distributed as follows:

(1) Addressee (Email and Mail)
(3) Gensler, Attention: Joel Miller (Email and Mail)

It is our understanding that Gensler will file the report and CD with the LADBS. Please review the report carefully prior to submittal to the governmental agency. Questions concerning the report should be directed to the undersigned. Byer Geotechnical appreciates the opportunity to offer our consultation and advice on this project.

Very truly yours,
BYER GEOTECHNICAL, INC.

Raffi S. Babayan
Senior Project Engineer

BYER GEOTECHNICAL, INC.

GEOTECHNICAL ENGINEERING EXPLORATION
PROPOSED EIGHT-STORY MIXED-USE BUILDING OVER
SUBTERRANEAN PARKING
LOTS 73 AND 75 - 84, HISCOCK AND SMITHS FIRST ADDITION TRACT
2006 - 2018 EAST BAY STREET, 1000 - 1026 SOUTH MATEO STREET, AND
2001 - 2023 EAST SACRAMENTO STREET
(AKA 1024 MATEO STREET)
LOS ANGELES, CALIFORNIA
FOR DART PARTNERS, LLC, AND MATEO ARTS, LLC
BYER GEOTECHNICAL, INC., PROJECT NUMBER BG 23028
APRIL 16, 2019

1461 East Chevy Chase Drive, Suite 200 • Glendale, California 91206 • tel 818.549.9959 • fax 818.543.3747 • www.byergeo.com

GEOTECHNICAL ENGINEERING EXPLORATION
PROPOSED EIGHT-STORY MIXED-USE BUILDING OVER
SUBTERRANEAN PARKING
LOTS 73 AND 75 - 84, HISCOCK AND SMITHS FIRST ADDITION TRACT
2006 - 2018 EAST BAY STREET, 1000 - 1026 SOUTH MATEO STREET, AND
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LOS ANGELES, CALIFORNIA
FOR DART PARTNERS, LLC, AND MATEO ARTS, LLC
BYER GEOTECHNICAL, INC., PROJECT NUMBER BG 23028
APRIL 16, 2019

INTRODUCTION

This report has been prepared per our signed Agreement and summarizes findings of Byer Geotechnical, Inc., geotechnical engineering exploration performed on the subject site. The purpose of this study is to evaluate the nature, distribution, engineering properties, and geologic hazards of the earth materials underlying the site with respect to construction of the proposed project. This report is intended to assist in the design and completion of the proposed project and to reduce geotechnical risks that may affect the project. The professional opinions and advice presented in this report are based upon commonly accepted exploration standards and are subject to the AGREEMENT with TERMS AND CONDITIONS, and the GENERAL CONDITIONS AND NOTICE section of this report. No warranty is expressed or implied by the issuing of this report.

PROPOSED PROJECT

The scope of the proposed project was determined from consultation with Mr. Sammi Shaaya and the preliminary plans prepared by Gensler, dated February 20, 2019. Final plans have not been prepared and await the conclusions and recommendations of this report. The project consists of construction of an eight-story mixed-use building generally over one subterranean parking level. The first two levels of the proposed building will consist of retail, residential units, building amenities, and additional parking spaces. The southeast corner of the building will extend beyond the subterranean garage that is planned at grade. The upper four to five levels will consists of residential units, office space fronting on Sacramento Street, and a restaurant also fronting on Sacramento Street. In addition, a swimming pool is planned at the roof over the north portion of the proposed building. Retaining walls up to 19 feet high are planned to support the excavation for the proposed subterranean parking level. Column loads (dead and live) are expected to be moderate to high. The access ramp to the subterranean parking level is planned in the northeast corner of the building via Bay Street. In addition, access to the ground and second floor parking spaces is provided via Sacramento Street, with an access ramp to the second floor planned in the southeast corner of the building. The existing one-story commercial/industrial building and associated metal canopy and parking areas are to be removed from the site.

RESEARCH

Research of agency records was conducted to locate geotechnical reports for the subject property. No geotechnical or geologic reports for the subject property were located.

EXPLORATION

The scope of the field exploration was determined from our initial site visit and consultation with Mr. Sammi Shaaya. The preliminary plans prepared by Gensler, dated February 20, 2019, were a guide to our work on this project. Exploration was conducted using techniques normally applied to this type of project in this setting. This report is limited to the area of the exploration and the proposed project as shown on the enclosed Site Plan and cross sections. The scope of this exploration did not include an assessment of general site environmental conditions for the presence of contaminants in the earth materials and groundwater. Conditions affecting portions of the property outside the area explored are beyond the scope of this report.

Exploration was conducted on March 18, 2019, with the aid of a hollow-stem-auger drill rig. It included drilling five borings to approximate depths of 21½ to 40.2 feet below existing grade. Samples of the earth materials were obtained and delivered to our soils engineering laboratory for testing and analysis. The borings tailings were visually logged by the project soils engineer. Following drilling, logging, and sampling, the borings were backfilled, mechanically tamped, and patched with asphalt.

Office tasks included laboratory testing of selected soil samples, review of published maps and photos for the area, review of our files, review of agency files, preparation of cross sections, preparation of the Site Plan, engineering analysis, and preparation of this report. Earth materials exposed in the borings are described on the enclosed Log of Borings. Appendix I contains a discussion of the laboratory testing procedures and results. The proposed project and the locations of the borings are shown on the enclosed Site Plan. Subsurface distribution of the earth materials and the proposed project are shown on Sections A, B, and C.

SITE DESCRIPTION

The subject property consists of a relatively-level and partially-graded parcel located within the north portion of the Los Angeles Basin in the Downtown section of the city of Los Angeles, California (34.0310° N Latitude, 118.2318° W Longitude). As depicted on the enclosed Aerial Vicinity Map, the property is bounded by Bay Street on the north, Sacramento Street on the south, one-story commercial/industrial buildings and associated parking lot on the east, and Mateo Street on the west. The property is located approximately 1,000 feet north of the Santa Monica (10) Freeway and 1,400 feet west of the Los Angeles River. A one-story commercial/industrial building and a metal canopy currently occupy the north and southeast portions of the site, respectively. Parking areas comprise the remaining portions of the site and are covered with asphalt and concrete pavement. The property is currently operated as a bus parking and maintenance facility for public transportation. The surrounding area has been developed with commercial and industrial establishments.

Past grading on the site has consisted of placing minor amounts of fill to create a level pad for the existing structures and parking areas. Physical relief is about two feet from the northeast to the southwest corners of the site.

The site is devoid of vegetation. Surface drainage is by sheetflow runoff down the contours of the land to the south-southwest.

GROUNDWATER

Groundwater was not encountered in the borings drilled to a maximum depth of 40.2 feet below existing grade. In *Seismic Hazard Zone Report 029,* the California Geological Survey (CGS) has estimated the historically-highest groundwater level at the site was between 150 and 200 feet below ground surface (CGS, 1998), as shown on the enclosed Historic-High Groundwater Map. Seasonal fluctuations in groundwater levels occur due to variations in climate, irrigation, development, and other factors not evident at the time of the exploration. Groundwater levels may also differ across the site. Groundwater can saturate earth materials causing subsidence or instability of slopes.

METHANE ZONES

The City of Los Angeles Ordinance No. 175790 established methane mitigation requirements and includes construction standards to control methane intrusion into buildings. The subject property is not mapped within either a Methane Zone or Methane Buffer Zone.

EARTH MATERIALS

Fill (Afu)

Fill, associated with previous site grading, underlies the subject site to a maximum observed depth of 2½ feet in Borings 1, 3, and 4. Greater depths of fill may occur locally. The fill consists of silty sand that is dark olive-brown, slightly moist to moist, and contains varying amounts of brick, concrete, and asphalt debris. The existing fill is not suitable for support of any type of structure. Based on the current configuration of the proposed building, fill is expected to be entirely removed during the excavation for the subterranean parking level.

Alluvium (Qa)

Natural alluvium underlies the subject site and was encountered in the borings. The alluvium consists of a thick layer of sand that is tan, light olive-brown, and light yellowish-brown, slightly moist to dry, and loose in the upper 7½ to 10 feet, becoming medium dense to very dense with depth. The alluvium contains varying amounts of fine- to coarse-grained gravel.

GENERAL SEISMIC CONSIDERATIONS

Regional Faulting

The subject property is located in an active seismic region. Moderate to strong earthquakes can occur on numerous local faults. The United States Geological Survey, California Geological Survey (CGS), private consultants, and universities have been studying earthquakes in southern California for several decades. Early studies were directed toward earthquake prediction and estimation of the effects of strong ground shaking. Studies indicate that earthquake prediction is not practical and not sufficiently accurate to benefit the general public. Governmental agencies now require earthquake-resistant structures. The purpose of the code seismic-design parameters is to prevent collapse during strong ground shaking. Cosmetic damage should be expected.

Southern California faults are classified as "active" or "potentially active." Faults from past geologic periods of mountain building that do not display evidence of recent offset are considered "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults." No known active faults cross the subject property, and the property is not located within a currently-designated Alquist-Priolo Earthquake Fault Zone (CGS, 2000). Therefore, the potential for surface rupture onsite is considered very low.

The known regional local active and potentially-active faults that could produce the most significant ground shaking on the site include the Hollywood and Santa Monica Faults. Other faults that are located near the site are the Puente Hills and the Upper Elysian Park blind thrusts; however, these faults are considered inactive (ICBO, 1998). Forty-two faults were found within a 100-kilometer-radius search area from the site using EZ-FRISK V7.65 computer program. The results of seismic-source analysis are listed in Appendix II. The closest mapped "active" fault is the Hollywood Fault, a Type B fault that is located 9.7 kilometers (6 miles) north-northeast of the site. The Hollywood Fault is capable of producing a maximum moment magnitude of 6.7 and an average slip rate of 1.0 ± 0.5 millimeters per year (Cao et al., 2003). The San Andreas Fault, a Type A fault, is located 56.7 kilometers (35.2 miles) northeast of the site. General locations of regional active faults with respect to the subject site are shown on the enclosed Regional Fault Map (Appendix II).

Seismic Design Coefficients

The following table lists the applicable City of Los Angeles Building Code seismic coefficients for the project:

SEISMIC COEFFICIENTS (2017 City of Los Angeles Building Code - Based on ASCE 7-10 Standard)		
Latitude = 34.0310° N Longitude = 118.2318° W	Short Period (0.2s)	One-Second Period
Earth Materials and Site Class from Table 20.3-1, ASCE Standard 7-10	Alluvium - D	
Mapped Spectral Accelerations from Figures 1613.3.1 (1) and 1613.3.1 (2) and USGS	S_s = 2.291 (g)	S_1 = 0.802 (g)
Site Coefficients from Tables 1613.3.3 (1) and 1613.3.3 (2) and USGS	F_A = 1.0	F_V = 1.5
Maximum Considered Spectral Response Accelerations from Equations 16-37 and 16-38, 2013 CBC	S_{MS} = 2.291 (g)	S_{M1} = 1.203 (g)
Design Spectral Response Accelerations from Equations 16-39 and 16-40, 2013 CBC	S_{DS} = 1.527 (g)	S_{D1} = 0.802 (g)
Maximum Considered Earthquake Geometric Mean (MCE_G) Peak Ground Acceleration, adjusted for Site Class effects	PGA_M = 0.859 (g)	

Reference: U.S. Geological Survey, **Geologic Hazards Science Center, U. S. Seismic Design Maps,** http://earthquake.usgs.gov/designmaps/us/application.php

The mapped spectral response acceleration parameter for the site for a 1-second period (S_1) is greater than 0.75g. Therefore, the project is considered to be in Seismic Design Category E.

The principal seismic hazard to the proposed project is strong ground shaking from earthquakes produced by local faults. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement. Additional precautions may be taken, including strapping water heaters and securing furniture to walls and floors. It is likely that the subject property will be shaken by future earthquakes produced in southern California.

Ground Motion

Probabilistic seismic hazard deaggregation analysis was performed on the subject site. Seismic parameters were determined using currently-available earthquake and fault information utilizing data from the United States Geological Survey (USGS) National Seismic Hazard Mapping Project (USGS, 2017). An averaging of three Next Generation Attenuation relations (Chiou-Youngs, 2008; Boore-Atkinson, 2008; and Campbell-Bozorgnia, 2008) were incorporated in the analysis. An average shear-wave velocity (Vs30) of 259 meters-per-second (Site Class D) was used in the analysis. Hazard deaggregation indicates a predominant modal earthquake magnitude of 6.51 (Mw) at a modal distance of 5.6 kilometers. The Peak Horizontal Ground Acceleration (PHGA) with a 10-percent probability of exceedance in 50 years is estimated to be 0.47g on the subject site. These ground motions could occur at the site during the life of the project. Results of the analysis are graphically presented in the enclosed "Seismic Hazard Deaggregation Chart" (Appendix II).

Based on a Site Class D, the MCE_G peak ground acceleration adjusted for Site Class effects, PGA_M, is 0.859g. The pseudo-static seismic coefficient (k_h) was derived according to the guidelines of the LADBS memorandum dated July 16, 2014. The horizontal pseudo-static seismic coefficient (k_h) was taken as one-third of the PGA_M (0.29g) and was used in the seismic calculations for the cantilever and restrained subterranean retaining walls.

Liquefaction

The CGS has not mapped the site within an area where historic occurrence of liquefaction or geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacement such that mitigation as defined in Public Resources Code Section 2693 (c) would be required, as shown on the enclosed Seismic Hazard Zones Map.

The historic groundwater level is between 150 and 200 feet. Therefore, the liquefaction potential is considered to be nil.

Seiches and Tsunamis

Seiches are large waves generated in enclosed bodies of water, such as lakes and reservoirs, in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. The site is not located near any lake or reservoir. Furthermore, the site is at an average elevation of about 242 feet above mean sea level and is located approximately 13½ miles from the shoreline. Therefore, the risk to the project from seiches or tsunamis is considered nil.

CONCLUSIONS AND RECOMMENDATIONS

General Findings

The conclusions and recommendations of this exploration are based upon review of the preliminary plans, review of published maps, five borings, research of available records, laboratory testing, engineering analysis, and years of experience performing similar studies on similar sites. It is the finding of Byer Geotechnical, Inc., that development of the proposed project is feasible from a geotechnical engineering standpoint, provided the advice and recommendations contained in this report are included in the plans and are implemented during construction.

The recommended bearing material is the undisturbed firm alluvium, which is expected at the bottom of the excavation for the subterranean parking level. Conventional foundations may be used to support the proposed eight-story building over one subterranean parking level. Deepened foundations consisting of friction piles should be used to support the southeast, at-grade portion of the proposed building, as shown on Section C.

Soils to be exposed at finished grade are expected to exhibit a very low expansion potential.

Geotechnical issues affecting the project include temporary excavations up to 21 feet in height, including an estimate of the foundation embedment depth. Temporary shoring, consisting of soldier piles and continuous lagging, and possibly rakers, is recommended to facilitate the construction of the subterranean retaining walls and to support offsite improvements. Recommendations for temporary shoring are included in the "Temporary Excavations" section of this report.

FOUNDATION DESIGN

Spread Footings

Continuous and/or pad footings may be used to support the proposed eight-story building over one subterranean parking level, provided they are founded in undisturbed firm alluvium. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24-inches square. The following chart contains the recommended design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (psf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Earth Pressure (psf)
Alluvium	24	2,000	0.36	220	5,500

Increases in the bearing value are allowable at a rate of 400 pounds-per-square-foot for each additional foot of footing width or depth to a maximum of 5,500 pounds-per-square-foot. For bearing calculations, the weight of the concrete in the footing may be neglected.

The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third.

Footings adjacent to retaining walls should be deepened below a 1:1 plane from the bottom of the lower retaining wall, or the footings should be designed as grade beams to bridge from the wall to the 1:1 plane.

All continuous footings should be reinforced with a minimum of four #4 steel bars: two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose soil, moistened, free of shrinkage cracks, and approved by the geotechnical engineer prior to placing forms, steel, or concrete.

Deepened Foundations - Friction Piles

Cast-in-place, concrete friction piles are recommended to support the southeast, at-grade portion of the proposed building, as shown on Section C. Piles should be a minimum of 24 inches in diameter and a minimum of eight feet into the alluvium below the subterranean parking level. The structural engineer may design piles that are deeper or larger in diameter depending on final loads. Piles may be assumed fixed at eight feet into the alluvium. The piles may be designed for a skin friction of 500 pounds-per-square-foot for that portion of pile in contact with the alluvium.

The friction value is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading, which includes the effects of wind or seismic forces. Resistance to lateral loading may be provided by passive earth pressure within the alluvium.

Passive earth pressure may be computed as an equivalent fluid having a density of 220 pounds-per-cubic-foot. The maximum allowable earth pressure is 5,500 pounds-per-square-foot. For design of isolated piles, the allowable passive and maximum earth pressures may be increased by 100 percent. Piles spaced more than 2½-pile diameters on center may be considered isolated.

Piles spaced more than three-pile diameters center-to-center may be considered isolated for axial capacity. The axial capacity of piles placed in a group closer than three-pile diameters should be reduced. The pile-group-efficiency factor shown in the following table should be applied for the total axial capacity of the individual piles:

Pile Group Efficiency Table - Axial Capacity			
Pile Spacing (in pile diameter "D")	Group Efficiency*		
	2 Piles	3 Piles	4 Piles
2.50 D	88%	80%	76%
2.25 D	87%	78%	73%
2.00 D	85%	75%	70%
1.75 D	83%	72%	67%
1.50 D	81%	69%	63%
1.25 D	79%	64%	57%

* Reference: *Converse-Labarre Equation, Bowles, Foundation Analysis and Design, 1997.*

The lateral capacity of piles placed in a group closer than eight-pile diameters should be reduced. The pile-group-efficiency factor shown in the following table should be applied for the total lateral capacity of the individual piles:

Pile Group Efficiency Table - Lateral Capacity	
Pile Spacing (in pile dimension "D")	Group Efficiency
7 D	85%
6 D	80%
5 D	70%
4 D	60%
3 D	40%

Foundation Settlement

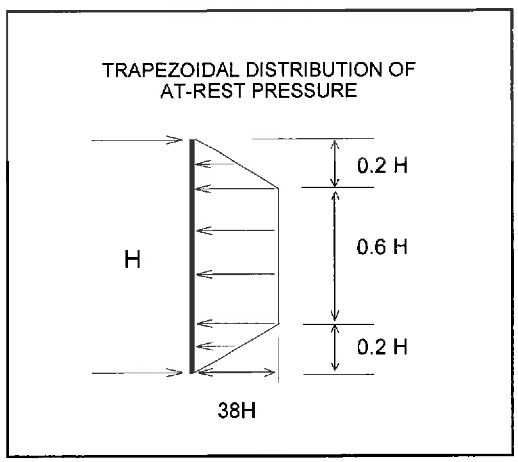
Settlement of the foundation system is expected to occur on initial application of loading. A total settlement of one-half to one inch may be anticipated. Differential settlement should not exceed one-half of an inch across the footprint of the proposed building.

RETAINING WALLS

General Design

Cantilever retaining walls up to 12 feet high, with a level backslope and uniform vehicular surcharge of 300 pounds, may be designed for an active equivalent fluid pressure of 43 pounds-per-cubic-foot (See Calculation Sheet #1). Retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12 inches of ¾-inch crushed gravel.

Subterranean retaining walls, which will be restrained, should be designed for the at-rest lateral earth pressure of 38H, where H is the height of the wall. The diagram illustrates the trapezoidal distribution of earth pressure. The design earth pressures assume that the walls are free draining. Surcharge loads from vehicular traffic and adjacent buildings should be added to the at-rest pressure for restrained retaining walls.



Seismic analysis of the proposed cantilever and restrained retaining walls over six feet high indicates that no additional loading due to seismic forces is required since the calculated seismic thrust is less than the design active and at-rest thrusts for a retained height up to 19 feet (see Calculation Sheets #2 - #4).

Subterranean retaining walls should be provided with a subdrain covered with a minimum of 12 inches of ¾-inch crushed gravel. An alternative subdrain system consisting of Miradrain and gravel pockets connected to a solid pipe outlet may be used behind the subterranean retaining walls. The gravel pockets should be placed at the bottom of the retaining wall, midway between the shoring bays. A sump pump will be required for basement subdrains. The gravel pockets should be excavated to penetrate the slurry backfill behind the lagging to ensure contact with the earth materials behind the lagging.

Backfill

Retaining wall backfill should be compacted to a minimum of 95 percent of the maximum dry density as determined by ASTM D 1557-12, or equivalent. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with ¾-inch crushed gravel to within two feet of the ground surface. Where the area between the wall and the excavation exceeds 18 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper two feet of backfill above the gravel should consist of a compacted-fill blanket to the surface. Restrained walls should not be backfilled until the restraining system is in place.

Foundation Design

Retaining wall footings may be sized per the "Spread Footings" section of this report.

Retaining Wall Deflection

It should be noted that non-restrained retaining walls can deflect up to one percent of their height in response to loading. This deflection is normal and results in lateral movement and settlement of the backfill toward the wall. The zone of influence is within a 1:1 plane from the bottom of the wall. Hard surfaces or footings placed on the retaining wall backfill should be designed to avoid the effects of differential settlement from this movement. Decking that caps a retaining wall should be provided with a flexible joint to allow for the normal deflection of the retaining wall. Decking that does not cap a retaining wall should not be tied to the wall. The space between the wall and the deck will require periodic caulking to prevent moisture intrusion into the retaining wall backfill.

TEMPORARY EXCAVATIONS

Temporary excavations will be required to construct the subterranean parking level of the proposed building and to support offsite improvements during construction. The excavations are expected be up to 21 feet in height, including an estimate of the foundation embedment depth, and will expose minor fill over alluvium. The fill and alluvium are capable of maintaining vertical excavations up to five feet. Where vertical excavations exceed five feet in height, the upper portion should be trimmed to 1:1 (45 degrees).

Vertical excavations removing support from adjacent footings or adjacent to property lines will require the use of temporary shoring such as soldier piles. Design values can be found in the "Soldier Piles" design below.

The geologist should be present during grading to see temporary slopes. All excavations should be stabilized within 30 days of initial excavation. Water should not be allowed to pond on top of the excavations nor to flow toward them. No vehicular surcharge should be allowed within three feet of the top of the cut.

Soldier Piles

Drilled, cast-in-place concrete soldier piles may be utilized as temporary shoring to support excavations to construct the subterranean parking level of the proposed building and to support offsite properties and improvements. The piles should be a minimum of 18 inches in diameter and a minimum of eight feet into the alluvium below the excavation. Piles may be assumed fixed at three feet into the alluvium below the excavation. The piles may be designed for a skin friction of 500 pounds-per-square-foot for that portion of pile in contact with the alluvium below the excavation. Piles should be spaced a maximum of eight feet on center. Shoring spacing may be increased up to 10 feet on center in local areas such as ramp approaches and corners of shoring. The piles may be designed for the lateral pressures shown in the following table:

Location of Shoring	Shoring Height (feet)	Type of Surcharge	Maximum Surcharge (pounds)	Active Equivalent Fluid Pressure (pcf)	At-Rest Pressure	Reference
Along N, S, &W Property Lines	21	Vehicle	300 Uniform Load	34	22H	Calculation Sheet #5
Along E Property Line	21	Building	2,000 Point Load	39	25H	Calculation Sheet #6

If rakers are incorporated in the temporary shoring system, the soldier piles should be designed for the at-rest lateral earth pressures shown on the table above (trapezoidal distribution), where is H is the shoring height.

The equivalent fluid pressure should be multiplied by the pile spacing. The piles may be included in the permanent retaining wall. Where a combination of sloped embankment and shoring is used, the pressure will be greater and must be determined for each combination.

Lateral Design

The friction value is for the total of dead and frequently applied live loads and may be increased by one-third for short duration loading, which includes the effects of wind or seismic forces. Resistance to lateral loading may be provided by passive earth pressure within the alluvium.

Passive earth pressure may be computed as an equivalent fluid having a density of 220 pounds-per-cubic-foot. The maximum allowable earth pressure is 5,500 pounds-per-square-foot. For design of isolated piles, the allowable passive and maximum earth pressures may be increased by 100 percent. Piles spaced more than 2½-pile diameters on center may be considered isolated.

Rakers

Rakers may be used to internally brace the soldier piles. The raker bracing could be supported laterally by temporary concrete footings (deadmen) or by the permanent interior footings. For design of temporary footings or deadmen, poured with the bearing surface normal to rakers inclined at 45 degrees, a bearing value of 4,000 pounds-per-square-foot may be used, provided the shallowest point of the footing is at least one foot below the lowest adjacent grade.

Tieback Anchors

Tieback anchors may be used to resist lateral loads. Conventional, drilled friction anchors or pressure-grouted anchors may be used. The active wedge adjacent to the shoring is defined by a plane drawn at 35 degrees with the vertical through the bottom of the excavation. The friction anchors should extend at least 15 feet beyond the active wedge or to a greater length if necessary to develop the desired resistance. For design purposes, it is estimated that drilled friction anchors a minimum of 10 feet beyond the active wedge will develop an average friction value of 500 pounds-per-square-foot. For pressure-grouted anchors, the average friction may be increased to 2,000 pounds-per-square-foot. Only the frictional resistance developed beyond the active wedge will be effective in resisting lateral loads. If anchors are spaced no closer than six feet, on center, no reduction in the capacity of the anchors is necessary. The anchors may be installed at angles of 20 to 40 degrees below the horizontal. Tieback anchors should be tested during installation in accordance with the specifications of the shoring engineer.

Lagging

Continuous lagging is anticipated between the soldier piles. The soldier piles should be designed for the full anticipated lateral pressure. However, the pressure on the lagging will be less due to arching in the soils. Lagging should be designed for the recommended earth pressure, but may be limited to a maximum value of 400 pounds-per-square-foot. The space behind lagging should be backfilled with cement slurry.

Lagging should be placed behind the front flange of the shoring steel I-beams. In some cases, the shoring is designed with the lagging behind the rear flange of the shoring steel I-beams. This is to maximize the interior area and position the walls as near the property lines as possible. During the installation of lagging behind the rear flange, the shoring is not supporting the excavation while the lagging is placed and backfilled. This can cause damage to adjacent offsite improvements, such as buildings, site walls, sidewalks, etc. If lagging is to be placed behind the rear flange of the I-beams, the lagging should be installed in slot cuts (ABC method), where lagging is installed and slurry-backfilled in the "A" slots before the "B" and "C" slots are excavated for lagging. Also, the maximum vertical height exposed should be no more than five feet.

Deflection

Some deflection of the shored embankment should be anticipated. Where shoring is planned adjacent to existing structures, it is recommended that lateral deflection not exceed one-half of an inch. For shoring not surcharged by a structure, the allowable deflection is deferred to the structural engineer. If greater deflection occurs during construction, additional bracing or anchors may be necessary to minimize deflection. If desired to reduce the deflection of the shoring, a greater active pressure could be used in the shoring design.

FLOOR SLABS

The subterranean garage floor slabs should be cast over undisturbed firm alluvium and reinforced with a minimum of #4 bars on 16-inch centers, each way. The concrete slab of the at-grade portion of the building should be cast over certified compacted fill. The existing fill should be removed and replaced as certified compacted fill. Slabs that will be provided with a floor covering should be protected by a polyethylene plastic vapor barrier. The barrier should be sandwiched between the layers of sand, about two inches each, to prevent punctures and aid in the concrete cure. A low-slump concrete may be used to minimize possible curling of the slab. The concrete should be allowed to cure properly before placing vinyl or other moisture-sensitive floor covering.

It should be noted that cracking of concrete slabs is common. The cracking occurs because concrete shrinks as it cures. Control joints, which are commonly used in exterior decking to control such cracking, are normally not used in interior slabs. The reinforcement recommended above is intended to reduce cracking and its proper placement is critical to the performance of the slab. The minor shrinkage cracks, which often form in interior slabs, generally do not present a problem when carpeting, linoleum, or wood floor coverings are used. The slab cracks can, however, lead to surface cracks in brittle floor coverings such as ceramic tile.

EXTERIOR CONCRETE DECKS

Decking should be cast over approved compacted fill and reinforced with a minimum of #3 bars placed 18 inches on center, each way. Decking that caps a retaining wall should be provided with a flexible joint to allow for the normal one to two percent deflection of the retaining wall. Decking that does not cap a retaining wall should not be tied to the wall. The space between the wall and the deck will require periodic caulking to prevent moisture intrusion into the retaining wall backfill. The subgrade should be moistened prior to placing concrete.

DRAINAGE

Control of site drainage is important for the performance of the proposed project. Pad and roof drainage should be collected and transferred to the street or approved location in non-erosive drainage devices. Drainage should not be allowed to pond on the pad or against any foundation or retaining wall. Planters located within retaining wall backfill should be sealed to prevent moisture intrusion into the backfill. Drainage control devices require periodic cleaning, testing, and maintenance to remain effective.

Low-Impact Development (LID) Requirements

Typically, infiltration systems are utilized in areas underlain by pervious granular earth materials that have high percolation characteristics. In addition, infiltration systems are normally planned at least 10 feet from adjacent property lines or public right-of-way and 10 feet from a 1:1 plane projected from the bottom of adjacent structural foundations. Since the proposed building is planned to occupy the entire site, onsite infiltration is not recommended.

As an alternative, a biofiltration system, a capture-and-reuse system, or equivalent, may be installed on the site in accordance with the City of Los Angeles Best Management Practices (City of Los Angeles, 2011). A planter box may be used to capture and treat storm-water runoff through different soil layers before discharging water to the street storm drain. The planter box should be an impermeable rigid structure that is equipped with an underdrain to prevent water infiltration to the underlying subsurface earth materials. Planter boxes may be situated aboveground and placed adjacent to buildings. Planter boxes should be designed as freestanding and for an inward equivalent fluid pressure of 43 pounds-per-cubic-foot. This fluid pressure includes possible vehicular surcharge. Byer Geotechnical, Inc., should be provided with the final plans to verify the location of the planter boxes.

Irrigation

Control of irrigation water is a necessary part of site maintenance. Soggy ground and perched water may result if irrigation water is excessively applied. Irrigation systems should be adjusted to provide the minimum water needed. Adjustments should be made for changes in climate and rainfall.

WATERPROOFING

Interior and exterior retaining walls are subject to moisture intrusion, seepage, and leakage, and should be waterproofed. Waterproofing paints, compounds, or sheeting can be effective if properly installed. Equally important is the use of a subdrain that daylights to the atmosphere. The subdrain should be covered with ¾-inch crushed gravel to help the collection of water. Landscape areas above the wall should be sealed or properly drained to prevent moisture contact with the wall or saturation of wall backfill.

PLAN REVIEW

Formal plans ready for submittal to the building department should be reviewed by Byer Geotechnical. Any change in scope of the project may require additional work.

SITE OBSERVATIONS DURING CONSTRUCTION

The building department requires that the geotechnical engineer provide site observations during grading and construction. Foundation excavations should be observed and approved by the geotechnical engineer or geologist prior to placing steel, forms, or concrete. The engineer/geologist should observe bottoms for fill, compaction of fill, temporary excavations, shoring, lagging, raker footings, installation and testing of tieback anchors, if any, and subdrains. All fill that is placed should be approved by the geotechnical engineer and the building department prior to use for support of structural footings and floor slabs.

Please advise Byer Geotechnical, Inc., at least 24 hours prior to any required site visit. The building department stamped plans, the permits, and the geotechnical reports should be at the job site and available to our representative. The project consultant will perform the observation and post a notice at the job site with the findings. This notice should be given to the agency inspector.

FINAL REPORTS

The geotechnical engineer will prepare interim and final compaction reports upon request. The geologist will prepare reports summarizing pile excavations.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site. The area should be fenced and warning signs posted. All excavations must be covered and secured. Soil generated by foundation excavations should be either removed from the site or placed as compacted fill. Soil should not be spilled over any descending slope. Workers should not be allowed to enter any unshored trench excavations over five feet deep. Water shall not be allowed to saturate open footing trenches.

GENERAL CONDITIONS AND NOTICE

This report and the exploration are subject to the following conditions. Please read this section carefully; it limits our liability.

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by Byer Geotechnical, Inc., and the conclusions and recommendations are modified or reaffirmed after such review.

The subsurface conditions, excavation characteristics, and geologic structure described herein have been projected from test excavations on the site and may not reflect any variations that occur between these test excavations or that may result from changes in subsurface conditions.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site.

If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications, and recommendations requires the review of the engineering geologist and geotechnical engineer during the course of construction.

THE EXPLORATION WAS PERFORMED ONLY ON A PORTION OF THE SITE, AND CANNOT BE CONSIDERED AS INDICATIVE OF THE PORTIONS OF THE SITE NOT EXPLORED.

This report, issued and made for the sole use and benefit of the client, is not transferable. Any liability in connection herewith shall not exceed the Phase I fee for the exploration and report or a negotiated fee per the Agreement. No warranty is expressed, implied, or intended in connection with the exploration performed or by the furnishing of this report.

THIS REPORT WAS PREPARED ON THE BASIS OF THE PRELIMINARY DEVELOPMENT PLAN FURNISHED. FINAL PLANS SHOULD BE REVIEWED BY THIS OFFICE AS ADDITIONAL GEOTECHNICAL WORK MAY BE REQUIRED.

Byer Geotechnical appreciates the opportunity to provide our service on this project. Any questions concerning the data or interpretation of this report should be directed to the undersigned.

Respectfully submitted,
BYER GEOTECHNICAL, INC.

Raffi S. Babayan
P. E. 72168

REGISTERED PROFESSIONAL ENGINEER
RAFFI S. BABAYAN
No. 72168
Exp. June 30, 2020
CIVIL
STATE OF CALIFORNIA

Robert I. Zweigler
G. E. 2120

REGISTERED PROFESSIONAL ENGINEER
ROBERT I. ZWEIGLER
No. 2120
Exp. 06-30-20
GEOTECHNICAL
STATE OF CALIFORNIA

RSB:RIZ:mh
S:\FINAL\BG\23028_Dart\23028_Dart_LLC_&_Mateo_LLC_Geotechnical_4.16.19.wpd

Enc: List of References
- Appendix I - Laboratory Testing and Log of Borings
  - Laboratory Testing (2 Pages)
  - Shear Test Diagram
  - Consolidation Curves (5 Pages)
  - Log of Borings 1 - 5 (8 Pages)
- Appendix II - Calculations and Figures
  - Seismic Sources (2 Pages)
  - Seismic Hazard Deaggregation Chart
  - Retaining Wall Calculation Sheets #1 - #4 (4 Pages)
  - Soldier Pile Calculation Sheets #5 and #6 (2 Pages)
  - Aerial Vicinity Map
  - Regional Topographic Map
  - Historic Topographic Map
  - Regional Geologic Map
  - Regional Fault Map
  - Seismic Hazard Zones Map
  - Historic-High Groundwater Map

In Pocket: Site Plan
Sections A, B, and C (3 Sheets)

xc: (4) Addressee (Email and Mail)

REFERENCES

2017 City of Los Angeles Building Code.

Bedrosian, T. L., et al. (2010), **Geologic Compilation of Quaternary Surficial Deposits in Southern California**, Special Report 217 (Revised).

California Building Standards Commission (2016), **2015 California Building Code,** Based on the 2016 International Building Code (IBC), Title 24, Part 2, Vol. 1 and 2.

California Department of Conservation (1999), **State of California, Seismic Hazard Zones, Los Angeles Quadrangle**, Official Map, Division of Mines and Geology.

California Department of Conservation (1998, updated 2001), **Seismic Hazard Zone Report 029, Seismic Hazard Zone Report for the Los Angeles 7.5-Minute Quadrangle, Los Angeles County, California**.

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California Geological Survey (Formerly California Division of Mines and Geology), 2000, **Digital Images of Official Maps of Alquist-Priolo Earthquake Fault Zones, Southern Region,** DMG CD 2000-003.

Cao, T., et al. (2003), **The Revised 2002 California Probabilistic Seismic Hazard Maps**, June, 2003.

City of Los Angeles (2011), **Development Best Management Practices Handbook, Working Draft of LID Manual, Part B**, Department of Public Works, Sanitation Division, Fourth Edition, June 2011.

City of Los Angeles, Department of Building and Safety (2014), **Geology and Soils Engineering Firms Practicing in the City of Los Angeles**, Correspondence Regarding 2014 Los Angeles Building Code (LABC) Requirements, dated July 16, 2014.

Dibblee, T. W. (1989), **Geologic Map of the Los Angeles Quadrangle, Los Angeles County, California**, 1:24,000 scale, Dibblee Foundation, Santa Barbara, California, Map DF-22.

ICBO (1998), **Maps of Known Active Fault Near-Source Zones in California and Adjacent Portions of Nevada.**

Jennings, C. W., and Bryant, W. A. (2010), **Fault Activity Map of California**, California Geological Survey, 150th Anniversary, Map No. 6.

U.S. Geological Survey, **Geologic Hazards Science Center, U. S. Seismic Design Maps,** http://earthquake.usgs.gov/designmaps/us/application.php.

Software

EZ-FRISK 7.65, Risk Engineering, Inc.

APPENDIX I

Laboratory Testing and Log of Borings

LABORATORY TESTING

Undisturbed and bulk samples of the alluvium were obtained from the borings and transported to the laboratory for testing and analysis. The samples were obtained by driving a ring-lined, barrel sampler conforming to ASTM D 3550-01 with successive drops of the sampler. Experience has shown that sampling causes some disturbance of the sample. However, the test results remain within a reasonable range. The samples were retained in brass rings of 2.50 inches outside diameter and 1.00 inch in height. The samples were stored in close fitting, waterproof containers for transportation to the laboratory.

Moisture-Density

The dry density of the samples was determined using the procedures outlined in ASTM D 2937-10. The moisture content of the samples was determined using the procedures outlined in ASTM D 2216-10. The results are shown on the enclosed Log of Borings.

Maximum Density

The maximum dry density and optimum moisture content of the future compacted fill were determined using the procedures outlined in ASTM D 1557-12, a five-layer standard. The results are shown in the following table.

Boring	Depth (Feet)	Earth Material	Soil Type and Color	Maximum Density (pcf)	Optimum Moisture %	Expansion Index
3	0 - 10	Fill/ Alluvium	Silty Sand Olive-Brown	118.0	13.0	11-Very Low

Expansion Test

To find the expansiveness of the soil, a swell test was performed using the procedures outlined in ASTM D 4829-11. Based upon the testing, soils to be exposed at finish grade are expected to exhibit a very low expansion potential.

LABORATORY TESTING (Continued)

Shear Tests

Shear tests were performed on samples of alluvium using the procedures outlined in ASTM D 3080-11 and a strain controlled, direct-shear machine manufactured by Soil Test, Inc. The rate of deformation was 0.025 inch per minute. The samples were tested in an artificially saturated condition. Following the shear test, the moisture content of the samples was determined to verify saturation. The results are plotted on the enclosed Shear Test Diagram.

Consolidation

Consolidation tests were performed on *in situ* samples of the alluvium using the procedures outlined in ASTM D 2435-11. Results are graphed on the enclosed Consolidation Curves.

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1461 East Chevy Chase Drive, Suite 200, Glendale, CA 91206
tel 818.549.9959 fax 818.543.3747

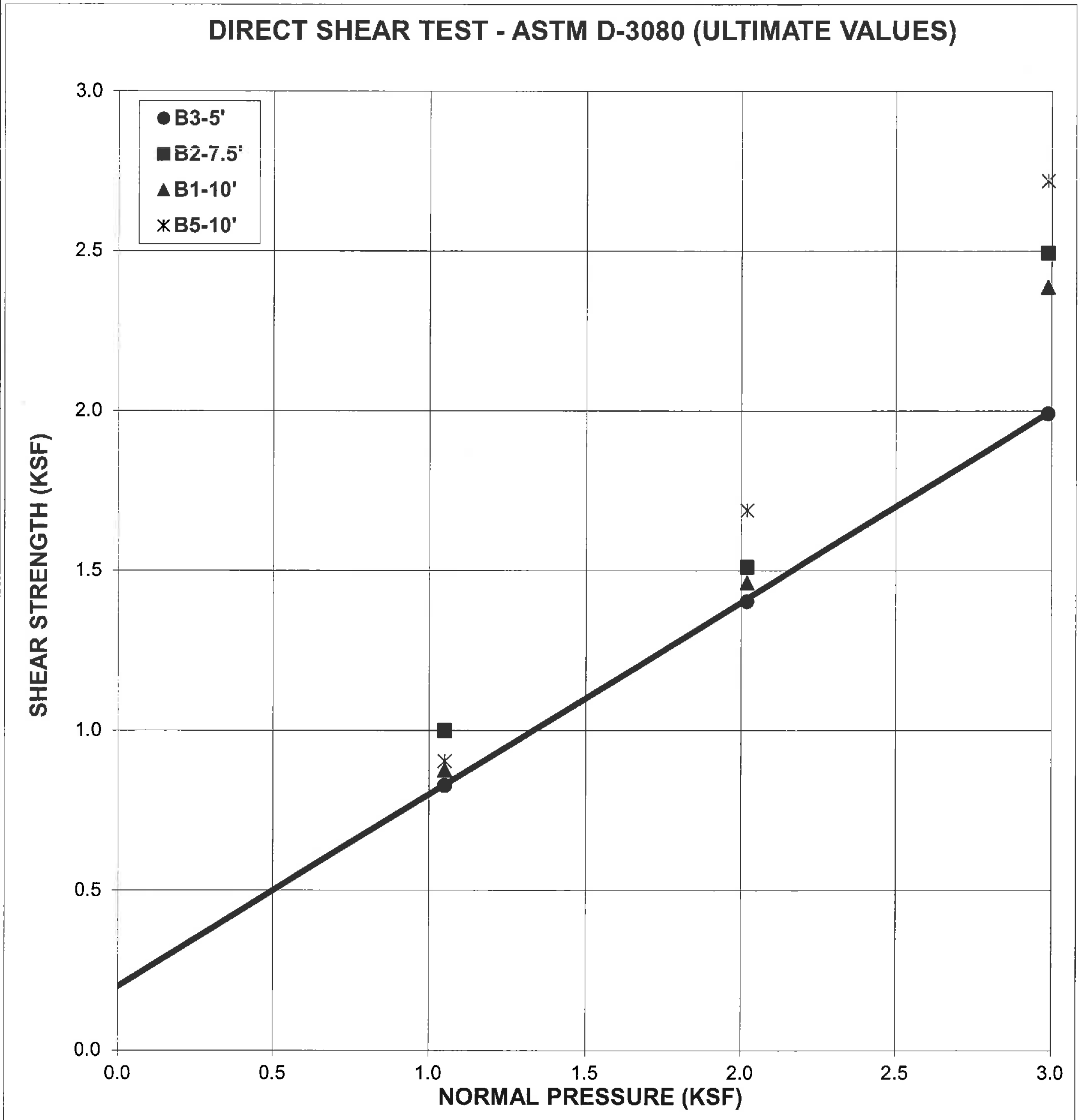
SHEAR TEST DIAGRAM #1

BG: 23028 ENGINEER: RSB
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

EARTH MATERIAL: **Alluvium**

Phi Angle = 31.0 degrees
Cohesion = 200 psf

Average Moisture Content 20.5%
Average Dry Density (pcf) 107.1
Average Saturation 99%



CONSOLIDATION CURVE #1

BYER GEOTECHNICAL INC.

1461 E. CHEVY CHASE DRIVE, #200, GLENDALE, CA 91206

tel 818.549.9959 fax 818.543.3747

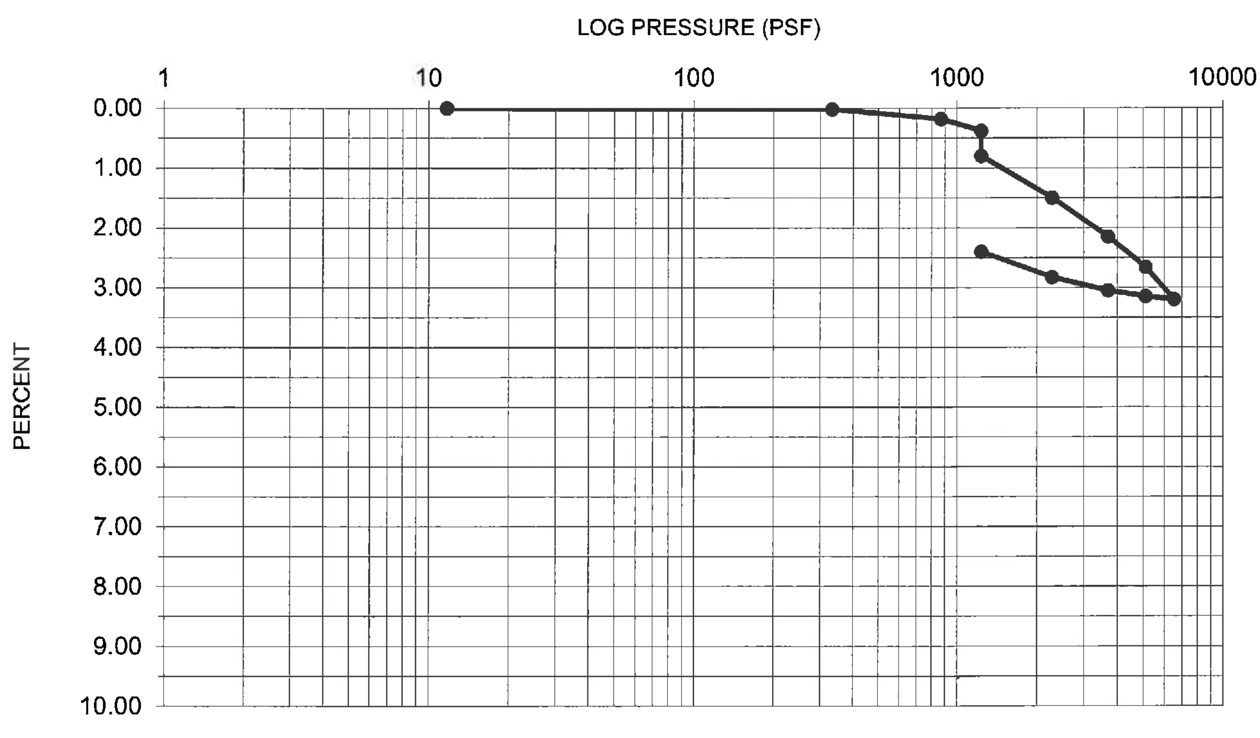
BG: 23028 ENGINEER: RSB

CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

Earth Material:	Alluvium
Sample Location:	B2-15'
Dry Weight (pcf):	111.2
Initial Moisture:	1.7%
Initial Saturation:	9.2%
Water Added at (psf)	1237

Specific Gravity:	2.65
Initial Void Ratio:	0.49
Compression Index (Cc):	0.075
Recompression Index (Cr):	0.024

CONSOLIDATION DIAGRAM (ASTM D 2435-11)



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1461 E. CHEVY CHASE DRIVE, #200, GLENDALE, CA 91206
tel 818.549.9959 fax 818.543.3747

CONSOLIDATION CURVE #2

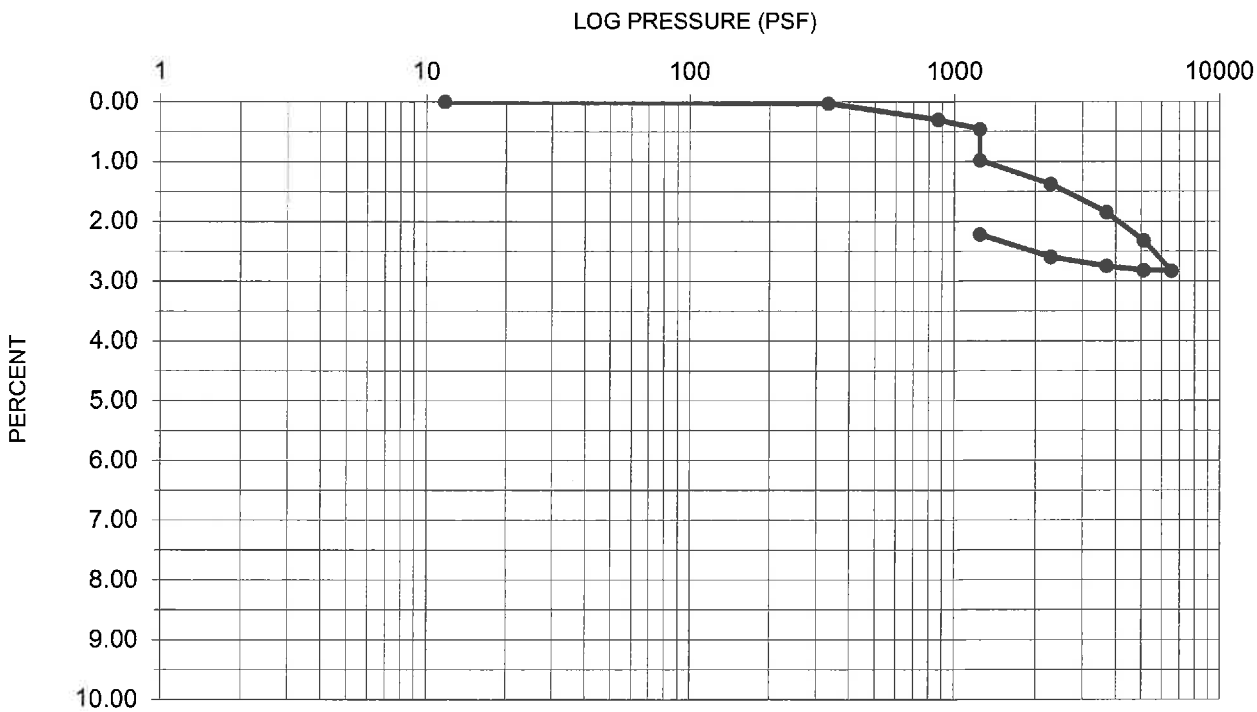
BG: **23028** ENGINEER: **RSB**

CLIENT: **Dart Partners, LLC, & Mateo Arts, LLC**

Earth Material:	Alluvium
Sample Location:	B1-20'
Dry Weight (pcf):	104.2
Initial Moisture:	4.1%
Initial Saturation:	18.5%
Water Added at (psf)	1237

Specific Gravity:	2.65
Initial Void Ratio:	0.59
Compression Index (Cc):	0.076
Recompression Index (Cr):	0.023

CONSOLIDATION DIAGRAM (ASTM D 2435-11)



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tel 818.549.9959 fax 818.543.3747

CONSOLIDATION CURVE #3

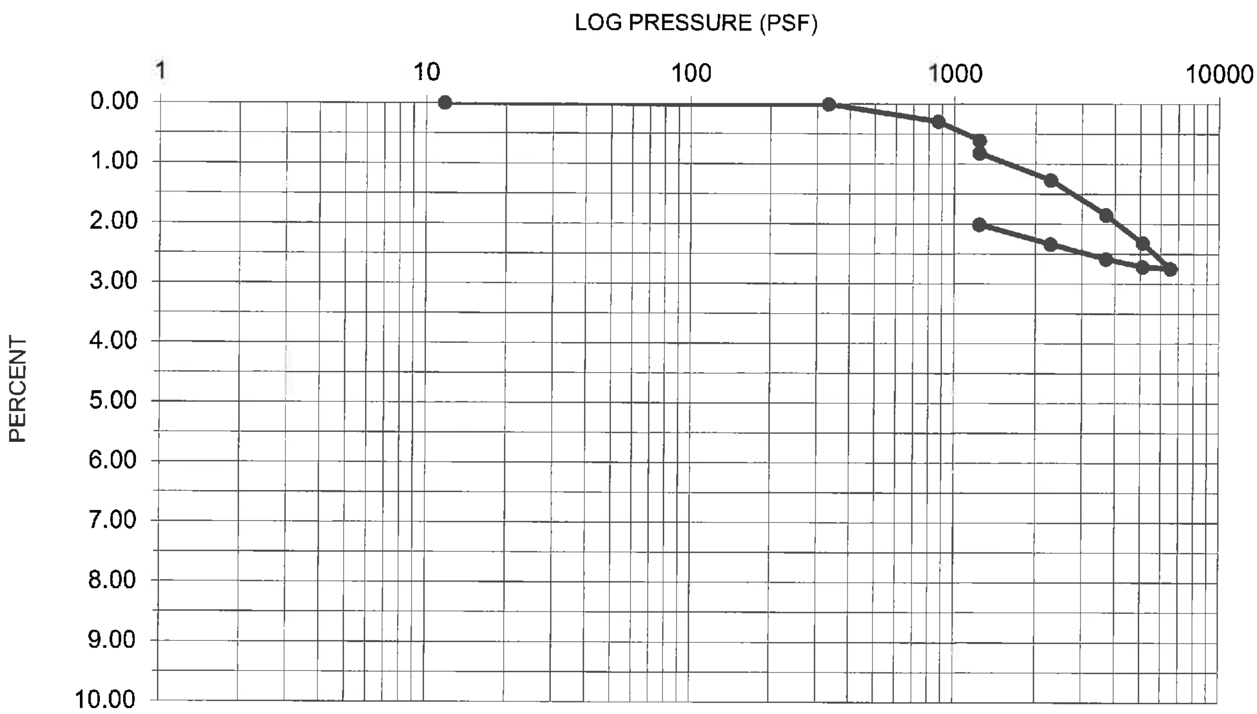
BG: 23028 ENGINEER: RSB

CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

Earth Material:	Alluvium
Sample Location:	B3-25'
Dry Weight (pcf):	115.5
Initial Moisture:	2.9%
Initial Saturation:	17.8%
Water Added at (psf)	1237

Specific Gravity:	2.65
Initial Void Ratio:	0.43
Compression Index (Cc):	0.058
Recompression Index (Cr):	0.018

CONSOLIDATION DIAGRAM (ASTM D 2435-11)



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INC.

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tel 818.549.9959 fax 818.543.3747

CONSOLIDATION CURVE #4

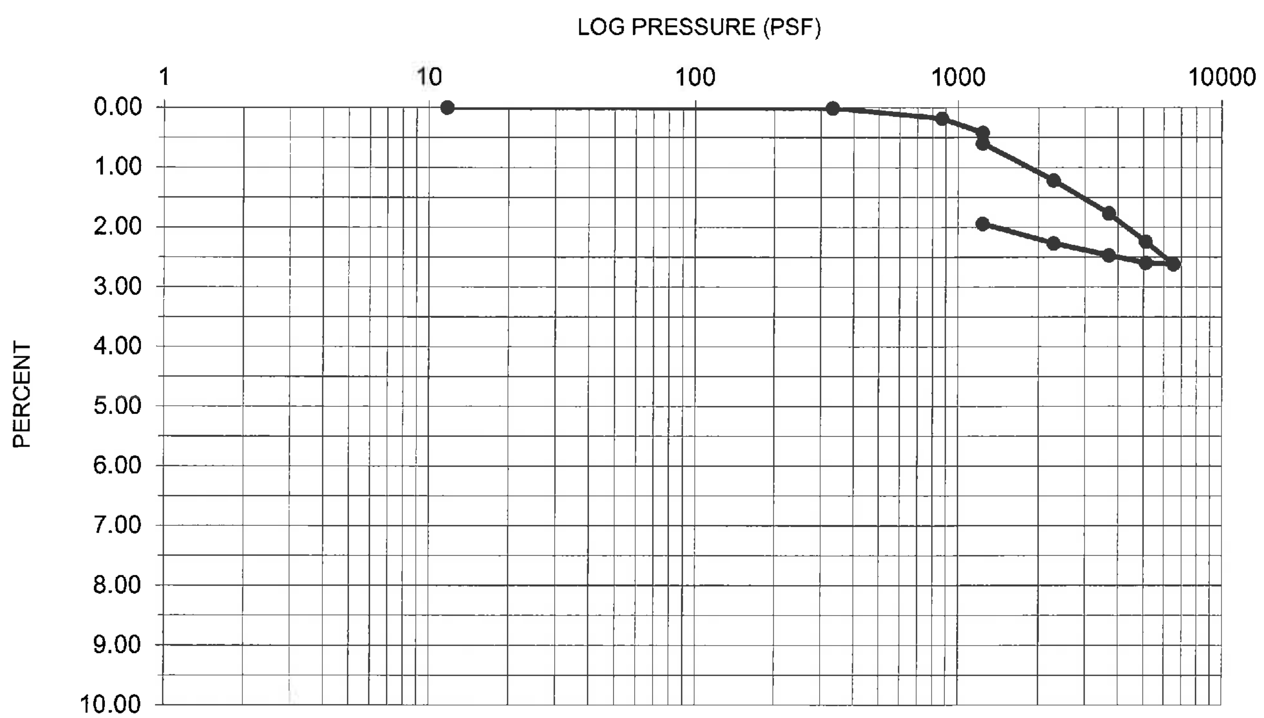
BG: 23028 ENGINEER: RSB

CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

Earth Material:	Alluvium
Sample Location:	B5-30'
Dry Weight (pcf):	108.8
Initial Moisture:	4.4%
Initial Saturation:	22.4%
Water Added at (psf)	1237

Specific Gravity:	2.65
Initial Void Ratio:	0.52
Compression Index (Cc):	0.054
Recompression Index (Cr):	0.019

CONSOLIDATION DIAGRAM (ASTM D 2435-11)



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tel 818.549.9959 fax 818.543.3747

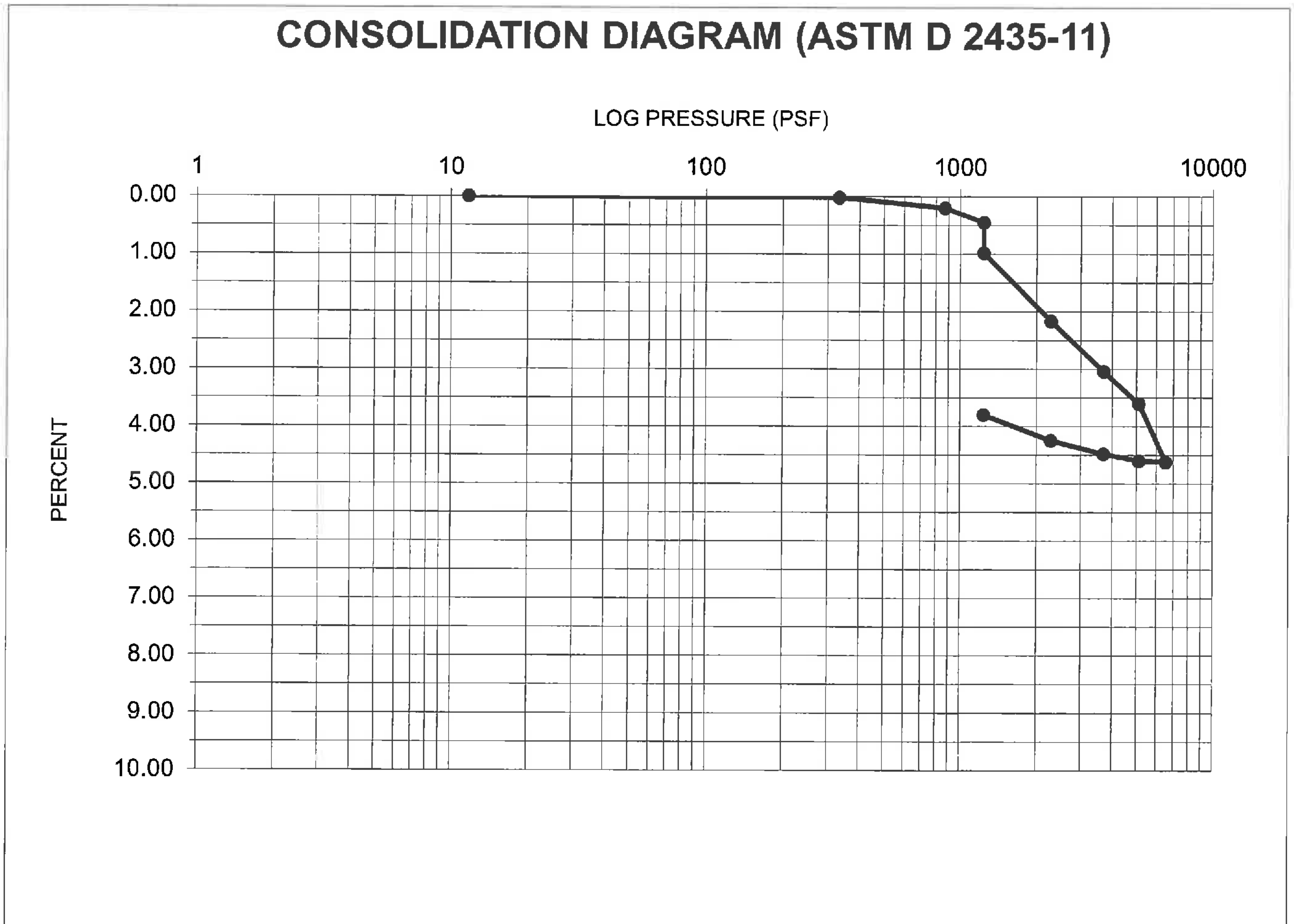
CONSOLIDATION CURVE #5

BG: 23028 ENGINEER: RSB

CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

Earth Material:	Alluvium
Sample Location:	B1-35'
Dry Weight (pcf):	131.3
Initial Moisture:	2.1%
Initial Saturation:	21.5%
Water Added at (psf)	1237

Specific Gravity:	2.65
Initial Void Ratio:	0.26
Compression Index (Cc):	0.120
Recompression Index (Cr):	0.021



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1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

LOG OF BORING B1

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC REPORT DATE 4/16/19 DRILL DATE 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA LOGGED BY RSB

CONTRACTOR 2R Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	Surface: 5" asphalt over 3" base.								
		(SM) **FILL (Afu):** 0.65' - 2.5': Silty SAND, olive-brown, slightly moist to moist, fine sand, some brick and concrete debris.		SM						
240		(SM) **ALLUVIUM (Qa):** 2.5': Silty SAND, light olive-brown, slightly moist, loose, fine sand.		SM	S1	2 2 2	12.1			
	5	(SP) 5': SAND, light olive-brown, slightly moist, medium dense, fine sand, trace medium sand.		SP	R1	4 7 9	5	97.1	18.8	
235		(SP) 7.5': SAND, tan, slightly moist to dry, medium dense, fine to medium sand, trace coarse sand, trace fine gravel up to 1/2" angular.		SP	S2	6 7 7	1.5			
	10	(SP) 10': SAND, tan to light olive-brown, slightly moist to dry, medium dense, fine to medium sand, trace coarse sand, some fine to coarse gravel at tip of sampler.		SP	R2	8 14 15	1.5	104.7	6.8	Direct Shear
230										
	15	(SP) 15': SAND, light olive-brown, slightly moist to dry, dense, fine to medium sand, some coarse sand, some fine to coarse gravel up to 1.5" angular to subrounded.		SP	S3	7 14 16	3.1			
225										
	20	(SP) 20': SAND, light olive-brown, slightly moist, medium dense, fine to medium sand, some coarse sand, trace fine gravel up to 3/4" angular.		SP	R3	10 13 19	4.1	104.2	18.4	Consolidation
220										
	25									

Standard Penetration Test   Ring Sample

BYER GEOTECHNICAL, INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

LOG OF BORING B1

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC **REPORT DATE** 4/16/19 **DRILL DATE** 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA **LOGGED BY** RSB

CONTRACTOR 2R Drilling **DRILLING METHOD** Hollow-Stem Auger **HOLE SIZE** 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer **HAMMER DROP** 30 Inches **ELEV. TOP OF HOLE** 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	25	(SP) 25': Gravelly SAND, light olive-brown, slightly moist to dry, dense to very dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 1.5" angular.		SP	S4	12 23 20	2.2			
215										
	30	(SP) 30': Gravelly SAND, light olive-brown, slightly moist to dry, very dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 2" angular.		SP	R4	30 50/5"	1.5	127.1	13.2	
210										
	35	(SP) 35': Gravelly SAND, light olive-brown, slightly moist to dry, very dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 2.5" angular to subrounded.		SP	R5	50/5"	2.1	131.3	21.5	Consolidation
205										
	40	(SP) 40': From soil cuttings: Gravelly SAND, light olive-brown, slightly moist to dry, very dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 2.5" angular.		SP	R6	50/2"				No Recovery

End at 40.2 Feet; No Groundwater; Fill to 2.5 Feet.

Standard Penetration Test

Ring Sample

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1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

LOG OF BORING B2

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC **REPORT DATE** 4/16/19 **DRILL DATE** 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA **LOGGED BY** RSB

CONTRACTOR 2R Drilling **DRILLING METHOD** Hollow-Stem Auger **HOLE SIZE** 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer **HAMMER DROP** 30 Inches **ELEV. TOP OF HOLE** 242 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	Surface: 5" asphalt over 3" base.								
240		(SM) **FILL (Afu):** 0.65' - 2.5': Silty SAND, olive-brown, slightly moist, fine sand.		SM						
		(SM) **ALLUVIUM (Qa):**		SM						
		(SM) 2.5': Silty SAND, olive-brown, moist, loose, fine sand, trace medium sand.		SM	R1	4 4 6	7.6	105.4	35.2	
	5	(SM) 5': Silty SAND, light olive-brown, slightly moist, loose, fine sand.		SM	S1	1 2 3	17.7			
235		(SP) 7.5': SAND, light olive-brown to light yellowish-brown, slightly moist, medium dense, fine to medium sand, some coarse sand, trace fine gravel up to 1/2" angular.		SP	R2	5 11 16	4.2	110.8	22.6	Direct Shear
	10	(SP) 10': SAND, tan to light olive-brown, slightly moist to dry, medium dense, fine to medium sand, trace coarse sand.		SP	S2	3 6 9	4.7			
230										
	15	(SP) 15': SAND, light olive-brown, slightly moist to dry, medium dense, fine to medium sand, some coarse sand, some fine to coarse gravel up to 2" angular to subrounded.		SP	R3	6 10 9	1.7	111.2	9.2	Consolidation
225										
	20	(SP) 20': SAND, light olive-brown, slightly moist to dry, medium dense, fine to medium sand, some coarse sand, some fine gravel up to 1" angular.		SP	S3	7 8 8	6.5			

End at 21.5 Feet; No Groundwater; Fill to 2 Feet.

Ring Sample

Standard Penetration Test

BYER GEOTECHNICAL, INC.

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GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

LOG OF BORING B3

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC REPORT DATE 4/16/19 DRILL DATE 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA LOGGED BY RSB

CONTRACTOR 2R Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	Surface: 5" asphalt, no base.								
		(SM) **FILL (Afu):** 0.45' - 2.5': Silty SAND, dark olive-brown, slightly moist to moist, fine sand, trace asphalt debris.		SM						
240		(SM) **ALLUVIUM (Qa):** 2.5': Silty SAND, olive-brown, moist, loose, fine sand.		SM	S1	1 2 1	11.1			
	5	(SP) 5': SAND, tan to light olive-brown, slightly moist, medium dense, fine sand, some medium sand.		SP	Bag1 R1	4 9 12	4.7	100.5	19.2	Max, EI Direct Shear
235		(SP) 7.5': SAND, tan to light olive-brown, slightly moist to dry, loose, fine sand, some medium to coarse sand.		SP	S2	2 3 4	3.7			
	10	(SM) 10': Silty SAND, dark olive-brown, very moist, loose, fine sand.		SM	R2	3 4 4	30.9	89.9	97.7	
230										
	15	(SP) 15': Gravelly SAND, light olive-brown, slightly moist, medium dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 1.5" angular.		SP	S3	6 8 7	3.7			
225										
	20	(SP) 20': SAND, light olive-brown, slightly moist, medium dense, fine to medium sand, some coarse sand.		SP	R3	11 16 18	4	113.9	23.5	
220										
	25									

Bulk Sample | Standard Penetration Test | Ring Sample

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LOG OF BORING B3

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC REPORT DATE 4/16/19 DRILL DATE 3/18/19
PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA LOGGED BY RSB
CONTRACTOR 2R Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter
DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	25	(SP) 25': Gravelly SAND, light olive-brown, slightly moist to dry, dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 2" angular to subrounded.		SP	R4	10 24 31	2.9	115.4	17.9	Consolidation
215										
	30	(SP) 30': Gravelly SAND, light olive-brown, slightly moist to dry, very dense, fine to medium sand, some coarse sand, fine to coarse gravel up to 1.5" angular to subrounded.		SP	R5	28 35 50/4"	6.6	114.6	39.3	

End at 31.5 Feet; No Groundwater; Fill to 2.5 Feet.

Bulk Sample   Standard Penetration Test   Ring Sample

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818.543.3747 FAX

LOG OF BORING B4

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC REPORT DATE 4/16/19 DRILL DATE 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA LOGGED BY RSB

CONTRACTOR 2R Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	Surface: 8" asphalt over 3" base.							
		(SM) **FILL (Afu):** 0.65' - 2.5': Silty SAND, dark olive-brown, slightly moist, fine sand, some medium sand, some fine gravel, trace concrete debris.	SM						
240		(SM) **ALLUVIUM (Qa):** 2.5': Silty SAND, olive-brown, moist, loose, fine sand, some medium sand.	SM	R1	2 3 5	11.8	107.2	57.9	
	5	(SP) 5': SAND, light olive-brown, slightly moist, loose, fine sand, trace medium sand, some silt.	SP	S1	2 2 2	14.1			
235		(SP) 7.5': SAND, tan, slightly moist to dry, medium dense, fine to medium sand, some coarse sand, trace fine gravel.	SP	R2	4 7 10	2.4	105.1	11.1	
	10	(SP) 10': SAND, tan, slightly moist to dry, medium dense, fine to medium sand, trace coarse sand, trace fine gravel.	SP	S2	3 8 11	2.2			
230									
	15	(SP) 15': SAND, light olive-brown, slightly moist to dry, medium dense, fine to medium sand, some coarse sand, trace fine gravel up to 3/4" angular.	SP	R3	10 14 23	2.3	127	20.5	
225									
	20	(SP) 20': SAND, tan to light olive-brown, slightly moist to dry, medium dense, fine sand, some medium to coarse sand, trace fine gravel.	SP	S3	8 10 8	1.7			

End at 21.5 Feet; No Groundwater; Fill to 2.5 Feet.

Ring Sample

Standard Penetration Test

BYER GEOTECHNICAL, INC.

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LOG OF BORING B5

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC **REPORT DATE** 4/16/19 **DRILL DATE** 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA **LOGGED BY** RSB

CONTRACTOR 2R Drilling **DRILLING METHOD** Hollow-Stem Auger **HOLE SIZE** 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer **HAMMER DROP** 30 Inches **ELEV. TOP OF HOLE** 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	0	Surface: 5" asphalt, no base.							
		(SM) **FILL (Afu):** 0.45' - 1': Silty SAND, dark olive-brown, moist, fine sand.	SM						
		(SM) **ALLUVIUM (Qa):**	SM						
240		(SM) 2.5': Silty SAND, olive-brown, moist, loose, fine sand.	SM	S1	1 2 3	17.2			
	5	(SM) 5': Silty SAND, olive-brown, moist, loose, fine sand.	SM	R1	2 3 7	16.3	104.8	74.8	
235		(SP) 7.5': SAND, tan to light olive-brown, slightly moist, loose, fine sand, trace medium sand.	SP	S2	2 3 4	6.7			
	10	(SP) 10': SAND, light olive-brown, slightly moist to dry, medium dense, fine to medium sand, some coarse sand, trace fine gravel.	SP	R2	9 16 23	3.6	112.2	20.3	Direct Shear
230									
	15	(SP) 15': SAND, light olive-brown, slightly moist to dry, dense, fine to medium sand, some coarse sand, some fine gravel up to 3/4" angular.	SP	S3	7 11 21	2.9			
225									
	20	(SP) 20': SAND, light olive-brown, slightly moist to dry, medium dense to dense, fine to medium sand, some coarse sand, trace fine gravel.	SP	R3	12 17 27	7.8	101	32.6	
220									
	25								

Standard Penetration Test   Ring Sample

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818.543.3747 FAX

LOG OF BORING B5

BG No. 23028

CLIENT Dart Partners, LLC, & Mateo Arts, LLC REPORT DATE 4/16/19 DRILL DATE 3/18/19

PROJECT LOCATION 1024 South Mateo Street, Los Angeles, CA LOGGED BY RSB

CONTRACTOR 2R Drilling DRILLING METHOD Hollow-Stem Auger HOLE SIZE 8-inch diameter

DRIVE WEIGHT 140-Pound Automatic Hammer HAMMER DROP 30 Inches ELEV. TOP OF HOLE 243 ft

ELEVATION (ft)	DEPTH (ft)	EARTH MATERIAL DESCRIPTION	GRAPHIC SYMBOL	USCS UNIT	SAMPLE TYPE & NUMBER	BLOW COUNT (Per 6 Inches)	MOISTURE CONTENT (%)	DRY UNIT WT. (pcf)	SATURATION (%)	TYPE OF TEST
	25	(SP) 25': SAND, tan to light olive-brown, slightly moist to dry, dense, fine sand, some medium to coarse sand, some fine to coarse gravel up to 2" angular.		SP	R4	10 19 32	3.5	108	17.5	
215										
	30	(SP) 30': SAND, tan to light olive-brown, slightly moist to dry, dense, fine sand, some medium to coarse sand, some fine to coarse gravel up to 1.5" angular.		SP	R5	17 23 37	4.4	108.8	22.6	Consolidation

End at 31.5 Feet; No Groundwater; Fill to 1 Foot.

Standard Penetration Test

Ring Sample

APPENDIX II

Calculations and Figures

SEISMIC SOURCES
EZ-FRISK V7.65

DETERMINISTIC CALCULATION
OF PEAK GROUND ACCELERATION BASED ON DIGITIZED FAULT DATA

BG: 23028
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC ENGINEER: RSB
PROJECT DESCRIPTION: Proposed Multi-Story Building over One Subterranean Parking Level

SITE COORDINATES: LATITUDE: 34.0310
LONGITUDE: -118.2318

SEARCH RADIUS: 100 km

ATTENUATION RELATIONS: CHIOU-YOUNGS (2007) NGA USGS 2008 MRC
BOORE-ATKINSON (2008) NGA USGS 2008 MRC
CAMPBELL-BOZORGNIA (2008) NGA USGS 2008 MRC

SEISMIC SOURCE SUMMARY
DETERMINISTIC SITE PARAMETERS

FAULT NAME	APPROXIMATE DISTANCE		MAXIMUM EATHQUAKE MAGNITUDE	PEAK GROUND ACCELERATION
	(km)	(mi)	(Mw)	(g)
Puente Hills (LA)	4.2	2.6	7.0	0.758
Elysian Park (Upper)	5.0	3.1	6.7	0.540
Puente Hills	5.2	3.2	7.1	0.681
Hollywood	9.7	6.0	6.7	0.347
Santa Monica	10.0	6.2	7.4	0.434
Raymond	10.1	6.3	6.8	0.358
Puente Hills (Santa Fe Springs)	11.5	7.2	6.7	0.450
Newport-Inglewood	12.1	7.5	7.5	0.372
Verdugo	13.3	8.3	6.9	0.318
Elsinore	17.4	10.8	7.9	0.341
Sierra Madre	20.4	12.7	7.2	0.269
Sierra Madre Connected	20.4	12.7	7.3	0.277
Puente Hills (Coyote Hills)	22.1	13.7	6.9	0.266
Palos Verdes	26.7	16.6	7.3	0.228
Palos Verdes Connected	26.7	16.6	7.7	0.261
Clamshell-Sawpit	26.9	16.7	6.7	0.188

FAULT NAME	APPROXIMATE DISTANCE		MAXIMUM EATHQUAKE MAGNITUDE	PEAK GROUND ACCELERATION
	(km)	(mi)	(Mw)	(g)
Malibu Coast	27.0	16.8	7.0	0.205
Sierra Madre (San Fernando)	28.1	17.5	6.7	0.182
Anacapa-Dume	29.6	18.4	7.2	0.231
Northridge	31.7	19.7	6.9	0.230
San Gabriel	32.2	20.0	7.3	0.202
San Jose	32.2	20.0	6.7	0.164
Chino	39.1	24.3	6.8	0.142
Santa Susana, alt 1	40.6	25.2	6.9	0.149
San Joaquin Hills	46.5	28.9	7.1	0.162
Cucamonga	47.1	29.3	6.7	0.121
Holser, alt 1	49.6	30.8	6.8	0.126
Simi-Santa Rosa	52.4	32.6	6.9	0.120
Imp Extensional Gridded, Char, Normal	40.1	24.9	7.0	0.138
Imp Extensional Gridded, Char, Strike Slip	40.1	24.9	7.0	0.165
Imp Extensional Gridded, GR, Normal	39.9	24.8	7.0	0.139
Imp Extensional Gridded, GR, Strike Slip	39.9	24.8	7.0	0.166
Southern San Andreas	56.7	35.2	8.2	0.199
Oak Ridge Connected	57.0	35.4	7.4	0.154
Oak Ridge (Onshore)	59.1	36.7	7.2	0.142
San Cayetano	66.4	41.3	7.2	0.176
San Jacinto	68.0	42.2	7.9	0.152
Cleghorn	77.2	48.0	6.8	0.077
Santa Ynez (East)	83.9	52.1	7.2	0.089
Santa Ynez Connected	84.2	52.4	7.4	0.099
Coronado Bank	88.5	55.0	7.4	0.094
Ventura-Pitas Point	90.6	56.3	7.0	0.081

42 Faults found within a 100 km Search Radius.

Closest Fault to the Site: Puente Hills (LA) Distance = 4.21 km (2.62mi)

Largest Peak Ground Acceleration: 0.758 g

The San Andreas Fault is Located Aproximately 56.7 km (35.2 mi) from the Site.

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818.543.3747 FAX

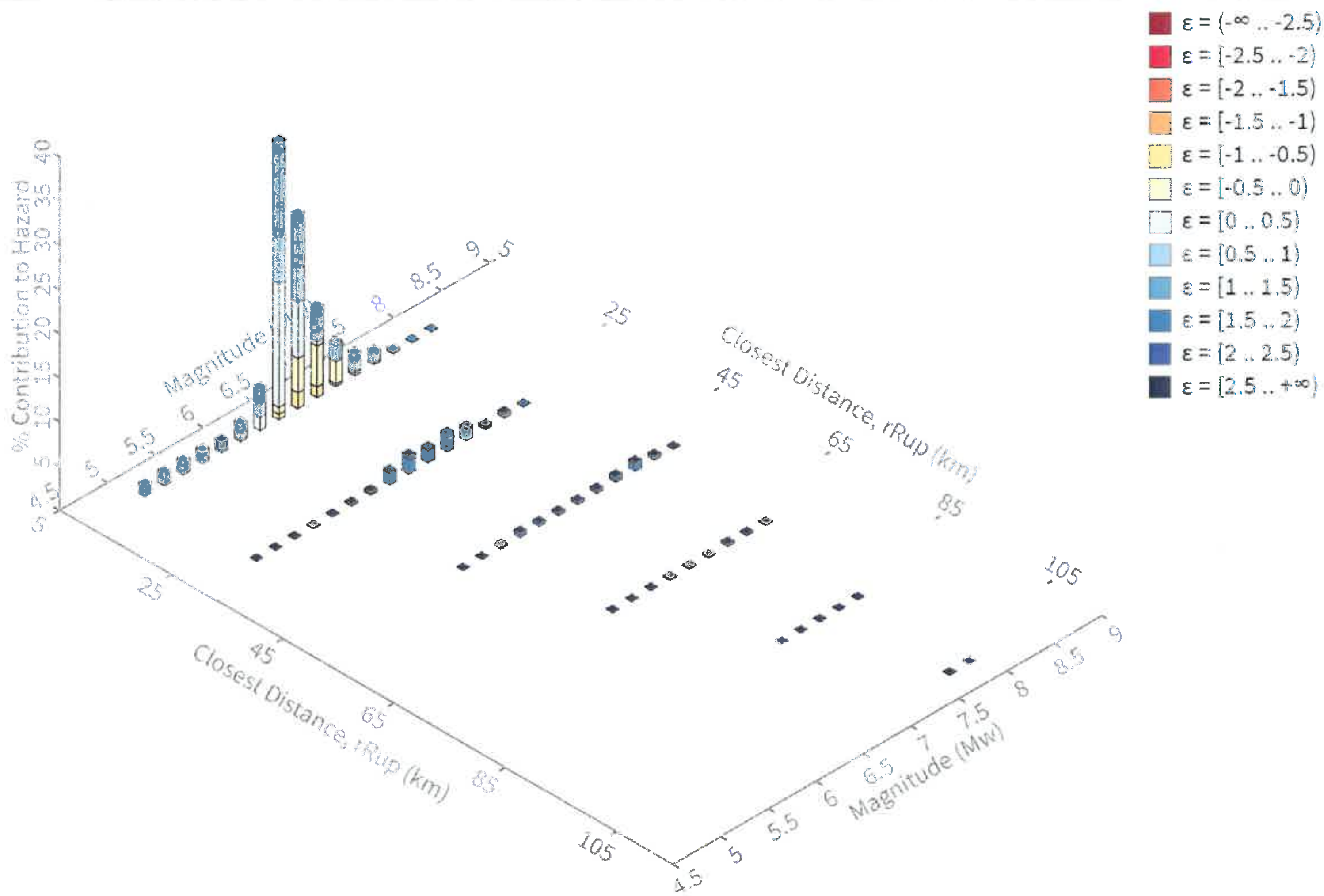
SEISMIC HAZARD DEAGGREGATION CHART
(Probability of Exceedance: 10% in 50 years)

BG: 23028

ENGINEER: RSB

CLIENT: DART PARTNERS, LLC, & MATEO ARTS, LLC

REFERENCE: USGS, 2019, Earthquake Hazards Program, Beta - Unified Hazard Tool, Seismic Hazard Deaggregation, Conterminous U.S. 2008 (v3.3.0) Edition, https://earthquake.usgs.gov/hazards/interactive/index.php.



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 475 yrs
Exceedance rate: 0.0021052632 yr^{-1}
PGA ground motion: 0.47498918 g

Recovered targets

Return period: 508.09858 yrs
Exceedance rate: 0.001968122 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.13 %

Mode (largest r-m bin)

r: 7.61 km
m: 6.51
ε_0: 0.63 σ
Contribution: 31.37 %

Mode (largest ε_0 bin)

r: 5.58 km
m: 6.51
ε_0: 0.19 σ
Contribution: 14 %

Discretization

r: min = 0.0, max = 1000.0, Δ = 20.0 km
m: min = 4.4, max = 9.4, Δ = 0.2
ε: min = -3.0, max = 3.0, Δ = 0.5 σ

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RETAINING WALL

BG: 23028 ENGINEER: RSB
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

CALCULATION SHEET # 1

CALCULATE THE DESIGN ACTIVE EQUIVALENT FLUID PRESSURE (EFP) FOR THE PROPOSED RETAINING WALL. ASSUME BACKFILL IS SATURATED AND THERE IS NO HYDROSTATIC PRESSURE THE RETAINED HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Alluvium	WALL HEIGHT	12 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	0 degrees
COHESION:	200 psf	SURCHARGE:	300 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	u Uniform
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1.5	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	10 feet
CD (C/FS):	133.3 psf	FINAL TENSION CRACK:	20 feet

PHID = ATAN(TAN(PHI)/FS) = 21.8 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	48 degrees
AREA OF TRIAL FAILURE WEDGE	64.5 square feet
TOTAL EXTERNAL SURCHARGE	0.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	8058.7 pounds
NUMBER OF TRIAL WEDGES ANALYZED	561 trials
LENGTH OF FAILURE PLANE	14.9 feet
DEPTH OF TENSION CRACK	0.9 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	10.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**1899.1 pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**26.4 pcf**
DESIGN EQUIVALENT FLUID PRESSURE	**43.0 pcf**

CONCLUSION:

THE CALCULATION INDICATES THAT CANTILEVER RETAINING WALLS UP TO 12 FEET HIGH, WITH LEVEL BACKSLOPE AND VEHICULAR SURCHARGE, MAY BE DESIGNED FOR AN ACTIVE EQUIVALENT FLUID PRESSURE OF 43 POUNDS-PER-CUBIC-FOOT.

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RETAINING WALL

BG: 23028 ENGINEER: RSB
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

CALCULATION SHEET # 2

CALCULATE THE DESIGN SEISMIC FORCE FOR THE PROPOSED RETAINING WALL. ASSUME BACKFILL IS SATURATED AND THERE IS NO HYDROSTATIC PRESSURE THE RETAINED HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Alluvium	WALL HEIGHT	12 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	0 degrees
COHESION:	200 psf	SURCHARGE:	300 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	10 feet
CD (C/FS):	200.0 psf	FINAL TENSION CRACK:	20 feet

PHID = ATAN(TAN(PHI)/FS) = 31.0 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.29 g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	42 degrees
AREA OF TRIAL FAILURE WEDGE	79.2 square feet
TOTAL EXTERNAL SURCHARGE	600.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	10496.4 pounds
NUMBER OF TRIAL WEDGES ANALYZED	561 trials
LENGTH OF FAILURE PLANE	16.1 feet
DEPTH OF TENSION CRACK	1.2 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	12.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**2264.2 pounds**

CONCLUSIONS:

THE CALCULATION INDICATES THAT NO ADDITIONAL SEISMIC LOADING IS REQUIRED FOR CANTILEVER RETAINING WALLS UP TO 12 FEET HIGH, WITH LEVEL BACKSLOPE AND VEHICULAR SURCHARGE (CALCULATED SEISMIC THRUST IS LESS THAN THE DESIGN ACTIVE THRUST OF 3,096 POUNDS).

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1461 E. CHEVY CHASE DR., SUITE 200
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818.549.9959 TEL
818.543.3747 FAX

RETAINING WALL

BG: 23028 ENGINEER: RSB
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

CALCULATION SHEET # 3

CALCULATE THE DESIGN SEISMIC FORCE FOR THE PROPOSED RETAINING WALL. ASSUME BACKFILL IS SATURATED AND THERE IS NO HYDROSTATIC PRESSURE THE RETAINED HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Alluvium	WALL HEIGHT	19 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	0 degrees
COHESION:	200 psf	SURCHARGE:	300 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	u Uniform
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	10 feet
CD (C/FS):	200.0 psf	FINAL TENSION CRACK:	30 feet

PHID = ATAN(TAN(PHI)/FS) = 31.0 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.29 g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	45 degrees
AREA OF TRIAL FAILURE WEDGE	180.0 square feet
TOTAL EXTERNAL SURCHARGE	2400.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	24900.0 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1071 trials
LENGTH OF FAILURE PLANE	25.5 feet
DEPTH OF TENSION CRACK	1.0 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	18.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**8931.7 pounds**

CONCLUSIONS:

THE CALCULATION INDICATES THAT NO ADDITIONAL SEISMIC LOADING IS REQUIRED FOR RESTRAINED RETAINING WALLS UP TO 19 FEET HIGH, WITH LEVEL BACKSLOPE AND VEHICULAR SURCHARGE (CALCULATED SEISMIC THRUST IS LESS THAN THE DESIGN AT-REST THRUST OF 10,974.4 POUNDS).

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GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

RETAINING WALL

BG: **23028** ENGINEER: **RSB**
CLIENT: **Dart Partners, LLC, & Mateo Arts, LLC**

CALCULATION SHEET # **4**

CALCULATE THE DESIGN SEISMIC FORCE FOR THE PROPOSED RETAINING WALL. ASSUME BACKFILL IS SATURATED AND THERE IS NO HYDROSTATIC PRESSURE THE RETAINED HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Alluvium	WALL HEIGHT	19 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	0 degrees
COHESION:	200 psf	SURCHARGE:	2000 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	P Point
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1	FINAL FAILURE ANGLE:	70 degrees
WALL FRICTION	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	200.0 psf	FINAL TENSION CRACK:	30 feet

PHID = ATAN(TAN(PHI)/FS) = 31.0 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0.29 g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	52 degrees
AREA OF TRIAL FAILURE WEDGE	135.8 square feet
TOTAL EXTERNAL SURCHARGE	2000.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	18980.5 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1530 trials
LENGTH OF FAILURE PLANE	19.5 feet
DEPTH OF TENSION CRACK	3.6 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	12.0 feet
CALCULATED HORIZONTAL THRUST ON WALL	**9211.1 pounds**

CONCLUSIONS:

THE CALCULATION INDICATES THAT NO ADDITIONAL SEISMIC LOADING IS REQUIRED FOR RESTRAINED RETAINING WALLS UP TO 19 FEET HIGH, WITH LEVEL BACKSLOPE AND BUILDING SURCHARGE (CALCULATED SEISMIC THRUST IS LESS THAN THE DESIGN AT-REST THRUST OF 10,974.4 POUNDS).

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GLENDALE, CA 91206
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SOLDIER PILE

BG: 23028 ENGINEER: RSB
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

CALCULATION SHEET # 5

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED SHORING PILE. ASSUME BACKFILL IS SATURATED AND THERE IS NO HYDROSTATIC PRESSURE THE RETAINED HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Alluvium	RETAINED LENGTH	21 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	0 degrees
COHESION:	200 psf	SURCHARGE:	300 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	U Uniform
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
PILE FRICTION	0 degrees	INITIAL TENSION CRACK:	10 feet
CD (C/FS):	160.0 psf	FINAL TENSION CRACK:	30 feet

PHID = ATAN(TAN(PHI)/FS) = 25.7 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	54 degrees
AREA OF TRIAL FAILURE WEDGE	159.1 square feet
TOTAL EXTERNAL SURCHARGE	1200.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	21089.3 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1071 trials
LENGTH OF FAILURE PLANE	23.8 feet
DEPTH OF TENSION CRACK	1.7 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	14.0 feet
CALCULATED THRUST ON PILE	**7466.3 pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**33.9 pcf**
DESIGN EQUIVALENT FLUID PRESSURE	**34.0 pcf**

CONCLUSIONS:

THE PROPOSED TEMPORARY SHORING UP TO 21 FEET HIGH, WITH LEVEL BACKSLOPE AND VEHICULAR SURCHARGE, MAY BE DESIGNED FOR AN ACTIVE EQUIVALENT FLUID PRESSURE OF 34 POUNDS-PER-CUBIC-FOOT. IF PILES ARE USED, THE FLUID PRESSURE SHOULD BE MULTIPLIED BY THE PILE SPACING.

BYER GEOTECHNICAL, INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

SOLDIER PILE

BG: 23028 ENGINEER: RSB
CLIENT: Dart Partners, LLC, & Mateo Arts, LLC

CALCULATION SHEET # 6

CALCULATE THE DESIGN MINIMUM EQUIVALENT FLUID PRESSURE (EFP) FOR PROPOSED SHORING PILE. ASSUME BACKFILL IS SATURATED AND THERE IS NO HYDROSTATIC PRESSURE THE RETAINED HEIGHT AND BACKSLOPE AND SURCHARGE CONDITIONS ARE LISTED BELOW. USE THE MONONOBE-OKABE METHOD FOR SEISMIC FORCES.

CALCULATION PARAMETERS

EARTH MATERIAL:	Alluvium	RETAINED LENGTH	21 feet
SHEAR DIAGRAM:	1	BACKSLOPE ANGLE:	0 degrees
COHESION:	200 psf	SURCHARGE:	2000 pounds
PHI ANGLE:	31 degrees	SURCHARGE TYPE:	P Point
DENSITY	125 pcf	INITIAL FAILURE ANGLE:	20 degrees
SAFETY FACTOR:	1.25	FINAL FAILURE ANGLE:	70 degrees
PILE FRICTION	0 degrees	INITIAL TENSION CRACK:	1 feet
CD (C/FS):	160.0 psf	FINAL TENSION CRACK:	30 feet

PHID = ATAN(TAN(PHI)/FS) = 25.7 degrees

HORIZONTAL PSEUDO STATIC SEISMIC COEFFICIENT (k_h) 0 g

VERTICAL PSEUDO STATIC SEISMIC COEFFICIENT (k_v) 0 g

CALCULATED RESULTS

CRITICAL FAILURE ANGLE	62 degrees
AREA OF TRIAL FAILURE WEDGE	112.8 square feet
TOTAL EXTERNAL SURCHARGE	2000.0 pounds
WEIGHT OF TRIAL FAILURE WEDGE	16103.8 pounds
NUMBER OF TRIAL WEDGES ANALYZED	1530 trials
LENGTH OF FAILURE PLANE	19.2 feet
DEPTH OF TENSION CRACK	4.1 feet
HORIZONTAL DISTANCE TO UPSLOPE TENSION CRACK	9.0 feet
CALCULATED THRUST ON PILE	**8409.7 pounds**
CALCULATED EQUIVALENT FLUID PRESSURE	**38.1 pcf**
DESIGN EQUIVALENT FLUID PRESSURE	**39.0 pcf**

CONCLUSIONS:

THE PROPOSED TEMPORARY SHORING UP TO 21 FEET HIGH, WITH LEVEL BACKSLOPE AND BUILDING SURCHARGE, MAY BE DESIGNED FOR AN ACTIVE EQUIVALENT FLUID PRESSURE OF 39 POUNDS-PER-CUBIC-FOOT. IF PILES ARE USED, THE FLUID PRESSURE SHOULD BE MULTIPLIED BY THE PILE SPACING.

BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

AERIAL VICINITY MAP

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC

CONSULTANT : RSB

DRAWN BY : JTR

SCALE: 1" = 100'

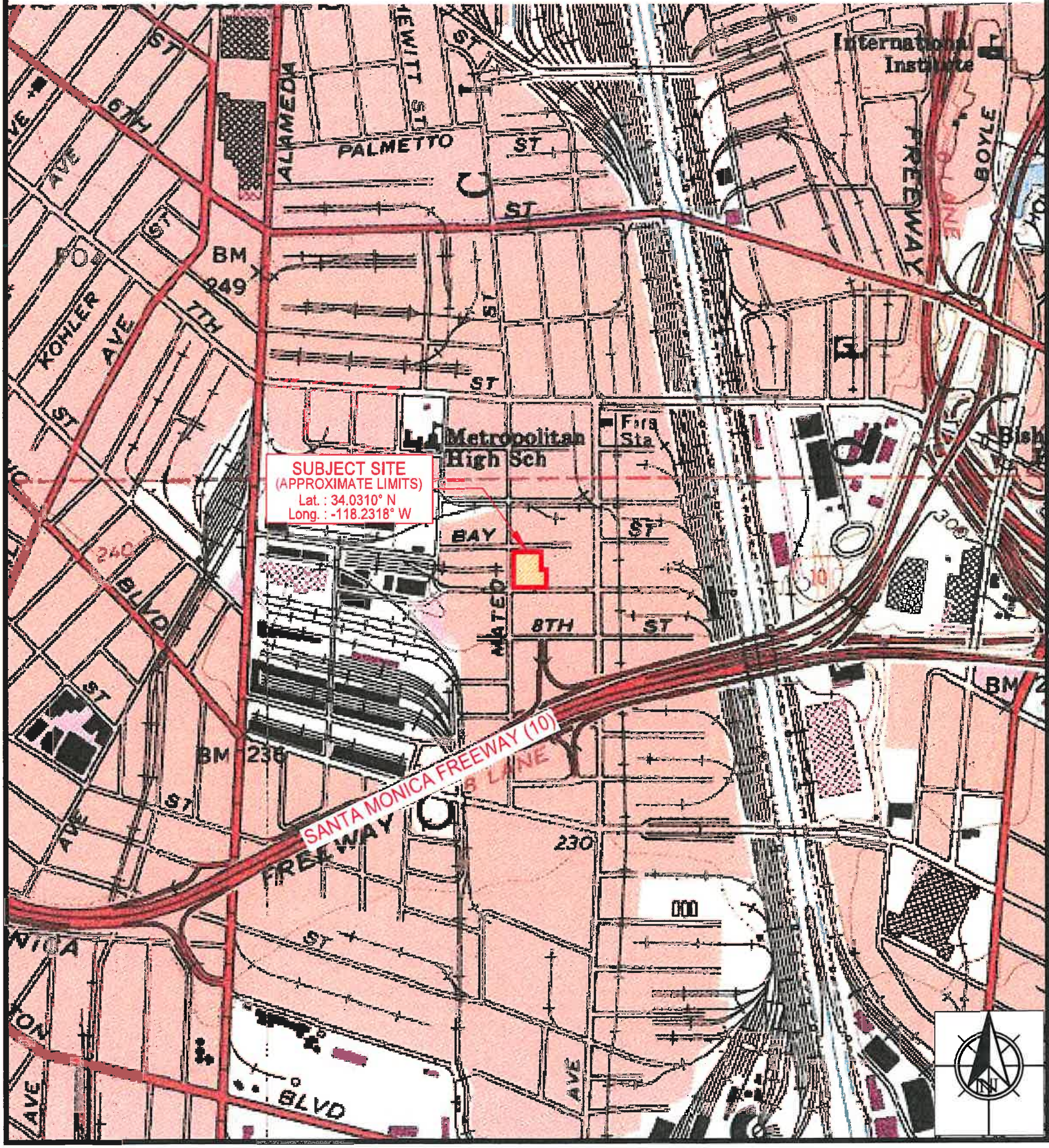
REFERENCE: LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING, GIS-NET, 2013, http://gis.planning.lacounty.gov/GIS-NET_Public/Viewer.html

BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

REGIONAL TOPOGRAPHIC MAP

BG: 23028	DART PARTNERS, LLC & MATEO ARTS, LLC
CONSULTANT : RSB	SCALE: 1" = 1000'
DRAWN BY : JTR	

REFERENCE: USGS TOPOGRAPHIC MAP, LOS ANGELES 7.5-MINUTE SERIES QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA CREATED 1964.



CAD FILE: S:\LandProjects\23028 Mateo Arts_1024 S Mateo St_LA\dwg\REGIONAL TOPOGRAPHIC MAP.dwg PLOT DATE/TIME: 4/16/2019 - 1:51pm

BYER GEOTECHNICAL INC.

1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

HISTORIC TOPOGRAPHIC MAP

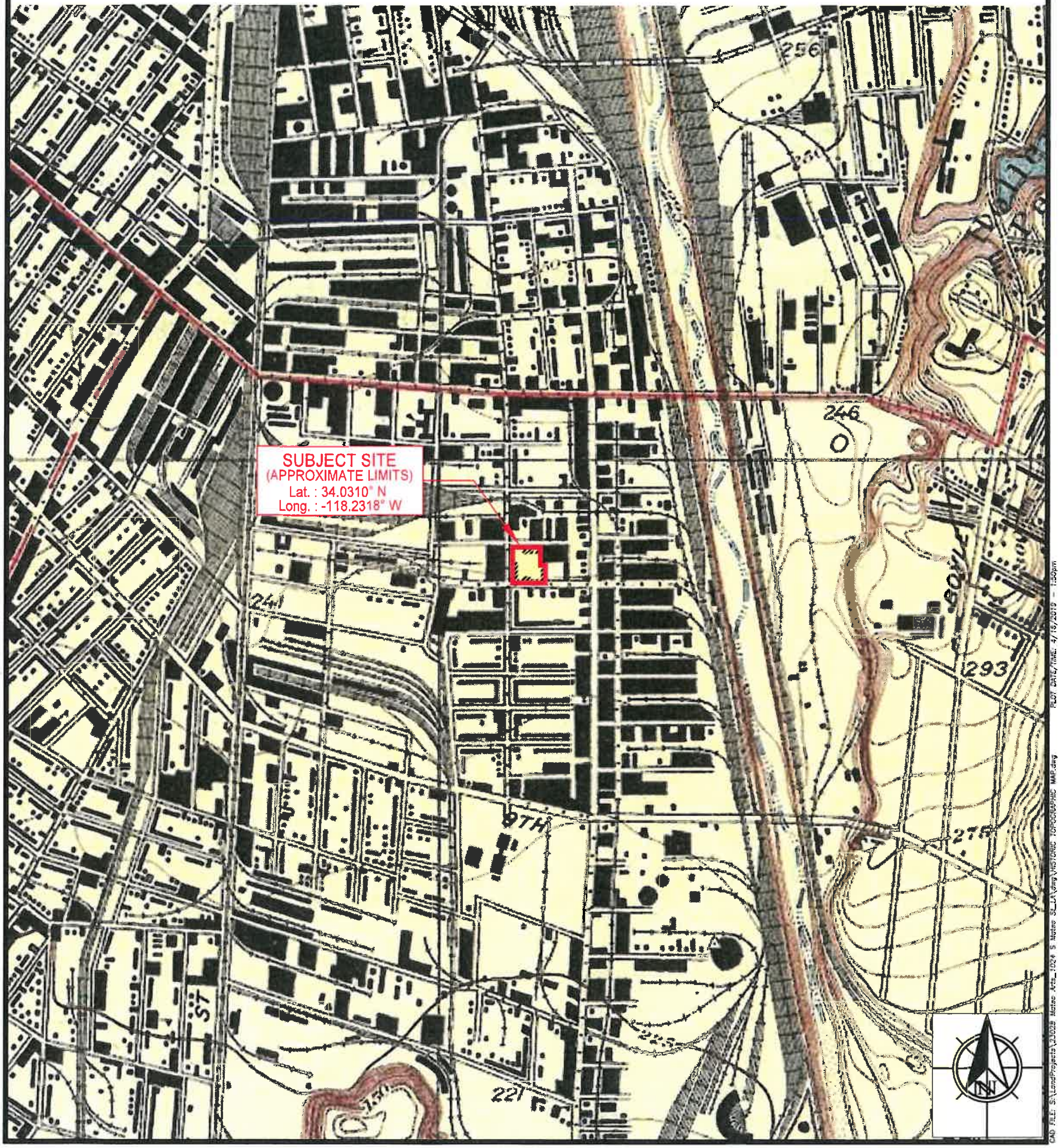
BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC

CONSULTANT : RSB

DRAWN BY : JTR

SCALE: 1" = 1000'

REFERENCE: USGS TOPOGRAPHIC MAP, LOS ANGELES 6-MINUTE SERIES QUADRANGLE, LOS ANGELES COUNTY, CALIFORNIA CREATED 1928.

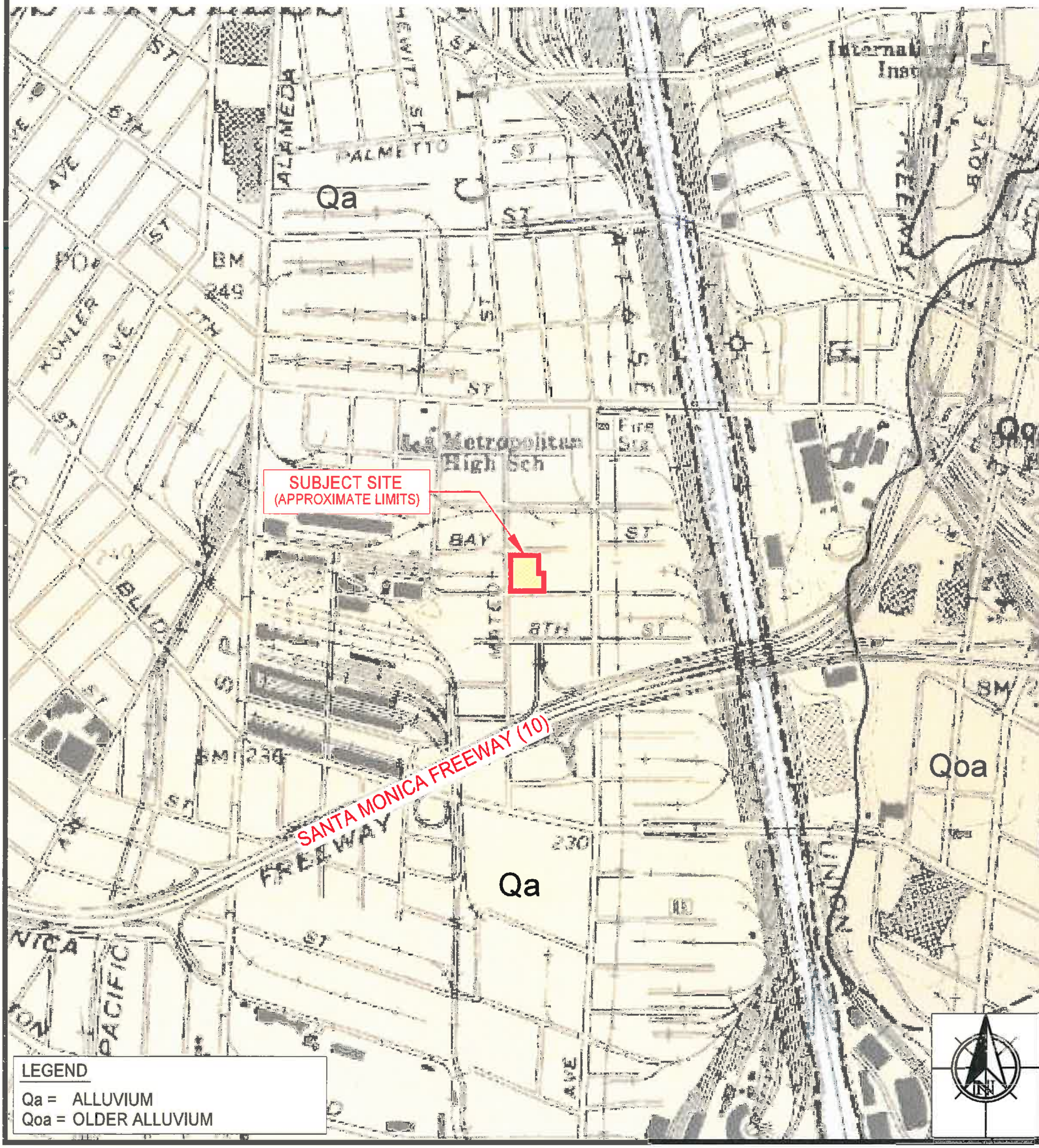


BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

REGIONAL GEOLOGIC MAP

BG:	23028	DART PARTNERS, LLC & MATEO ARTS, LLC	
CONSULTANT :	RSB	SCALE:	1" = 1000'
DRAWN BY :	JTR		

REFERENCE: DIBBLEE, T.W. (1989), GEOLOGIC MAP OF THE LOS ANGELES QUADRANGLE, LOS ANGELES, CALIFORNIA, DIBBLEE GEOLOGICAL FOUNDATION, MAP DF-22.



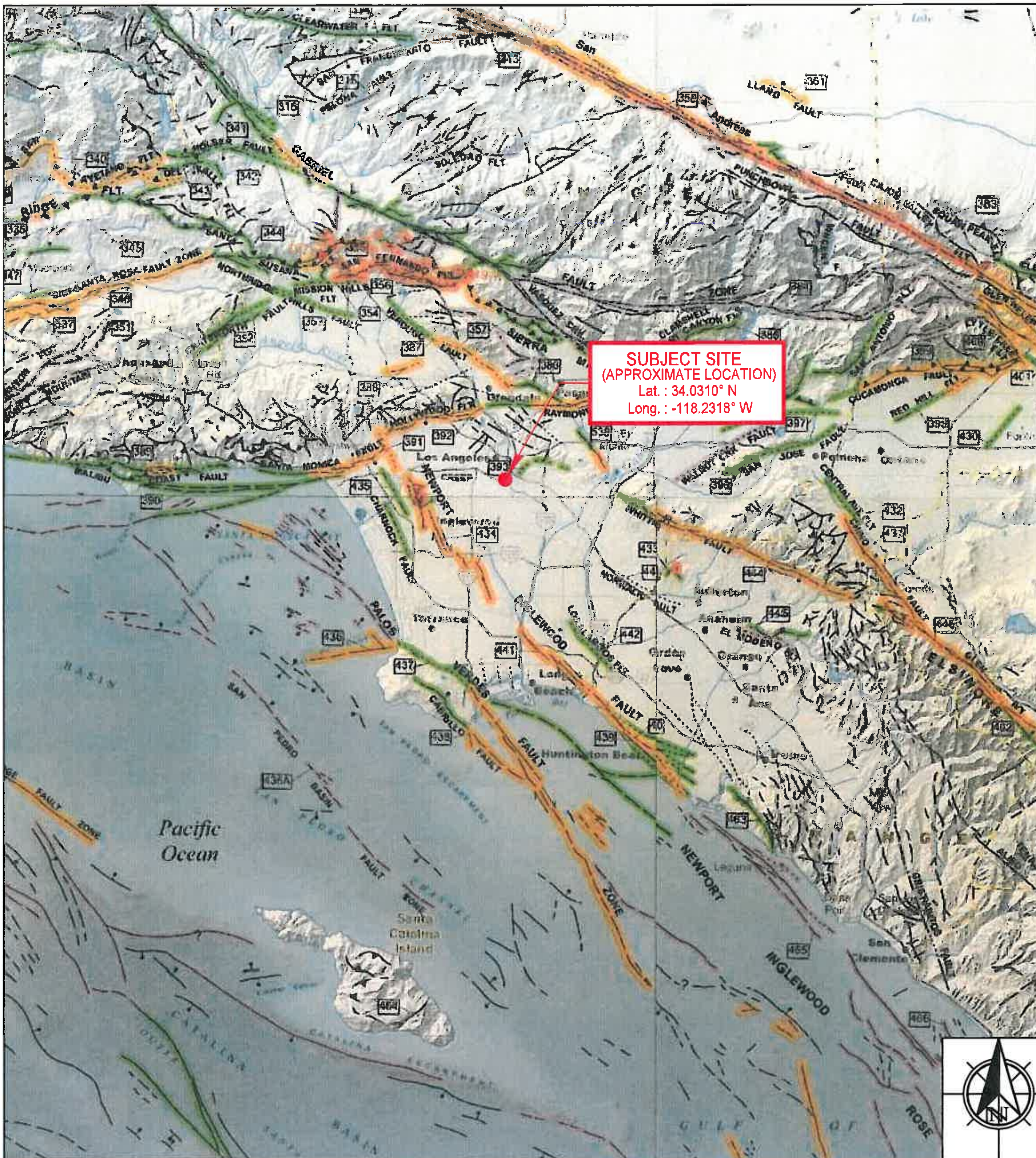
BYER GEOTECHNICAL INC.

1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

REGIONAL FAULT MAP

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC	
CONSULTANT : RSB	SCALE: 1" = 12 MILES
DRAWN BY : JTR	

REFERENCE: JENNINGS, C.W., AND BRYANT, W.A.,2010, FAULT ACTIVITY MAP OF CALIFORNIA GEOLOGICAL SURVEY, 150th ANNIVERSARY, MAP No 6.

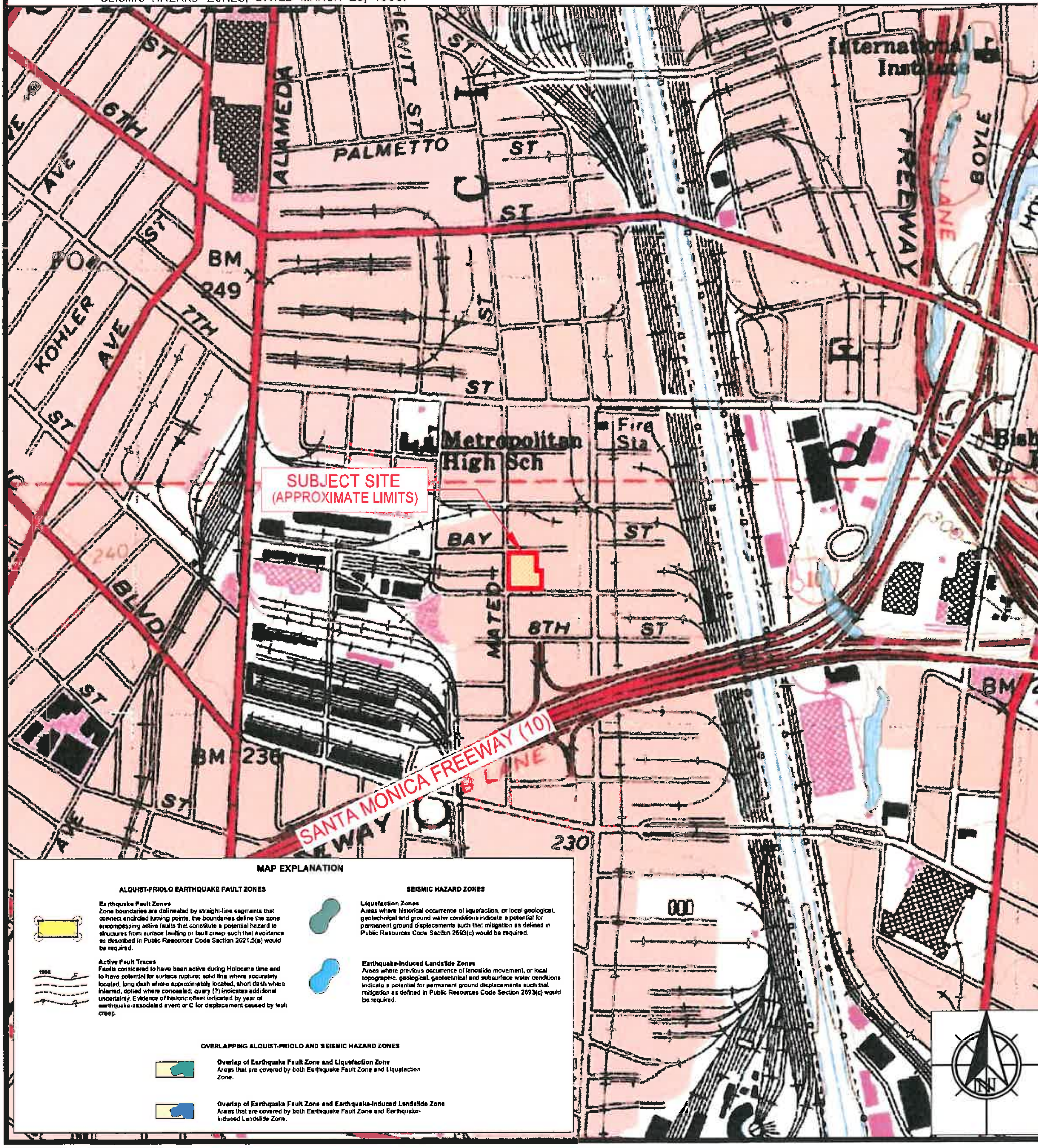


BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

SEISMIC HAZARD ZONES MAP

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC			
CONSULTANT: RSB		SCALE:	1" = 1000'
DRAWN BY: JTR			

REFERENCE: EARTHQUAKE ZONES OF REQUIRED INVESTIGATION LOS ANGELES QUADRANGLE; EARTHQUAKE FAULT ZONES, DATED JUNE 15, 2017 AND SEISMIC HAZARD ZONES, DATED MARCH 25, 1999.



BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

HISTORIC-HIGH GROUNDWATER MAP

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC	
CONSULTANT : RSB	SCALE: 1" = 4000'
DRAWN BY : JTR	

REFERENCE: CGS, 1998, Seismic Hazard Zone Report for the Los Angeles 7.5-Minute Quadrangle, Los Angeles County, California, Seismic Hazard Zone Report 029.

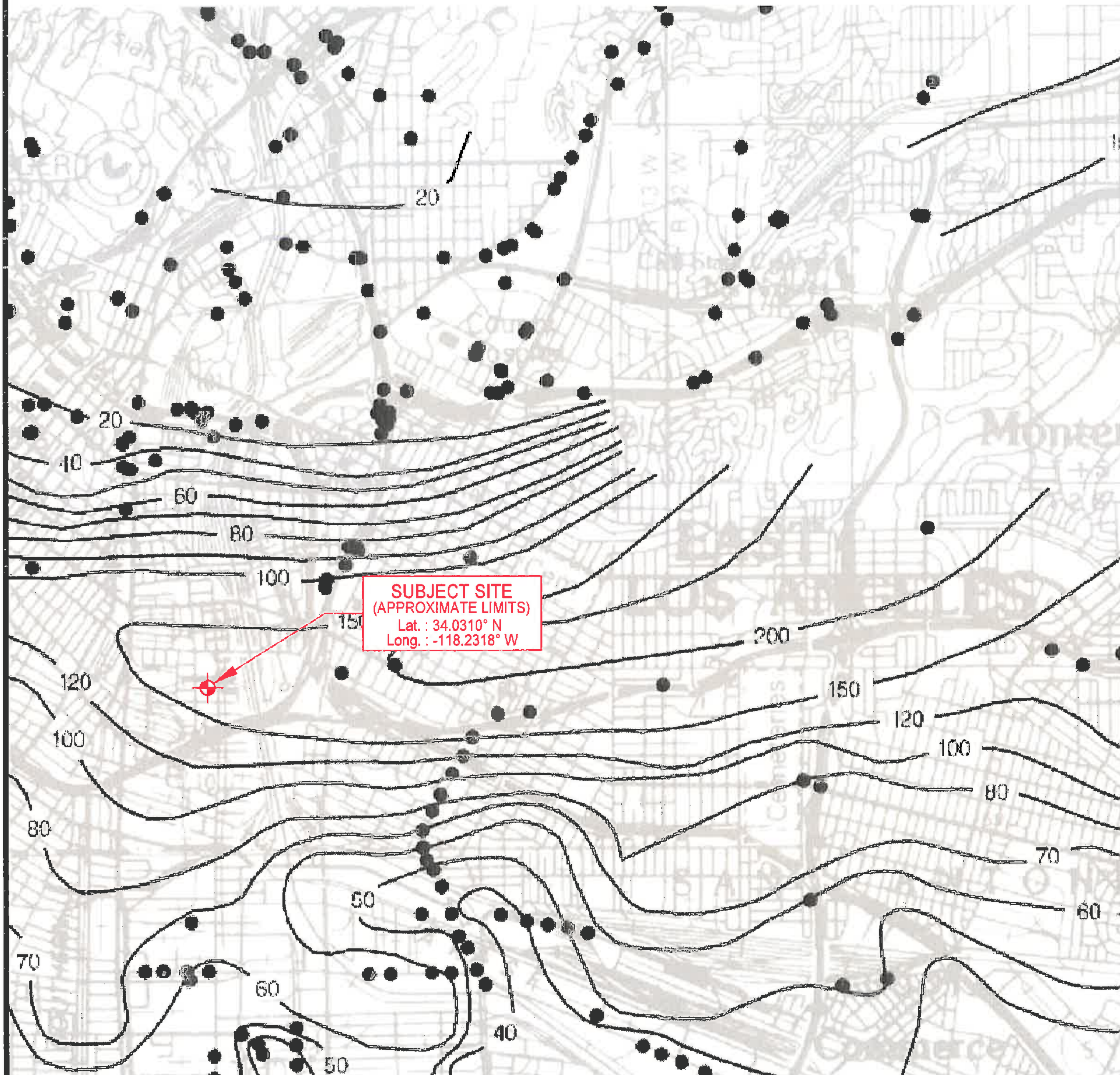
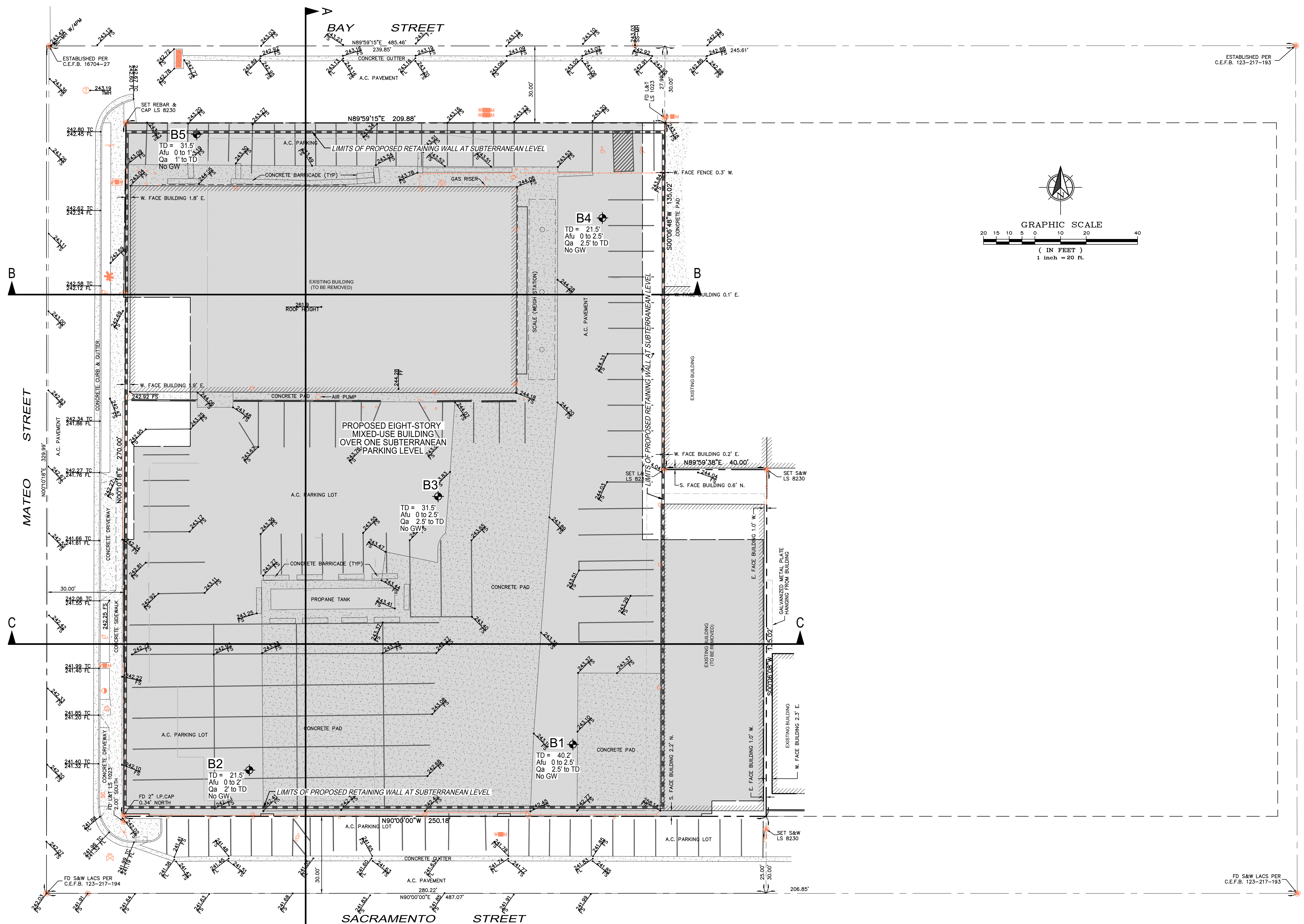


Plate 1.2 Historically Highest Ground Water Contours and Boring Log Data Locations, Los Angeles 7.5-minute Quadrangle.

● Borehole Site

30 Depth to ground water in feet

ONE MILE
SCALE



LEGEND

B5 (TD = 31.5', Afu 0 to 1', Qa 1' to TD, No GW)	LOCATION AND NUMBER OF BORING (TOTAL DEPTH (FEET), DEPTH OF EXISTING FILL (FEET), DEPTH OF ALLUVIUM (FEET), NO GROUNDWATER ENCOUNTERED)
C — C	LINE OF CROSS SECTION

REFERENCE: TOPOGRAPHIC SURVEY PREPARED BY H.J. BURKE, INC., DATED 09/23/2016; AND ALTA/ACSM SURVEY PREPARED BY H.J. BURKE, INC., DATED 02/01/2016.

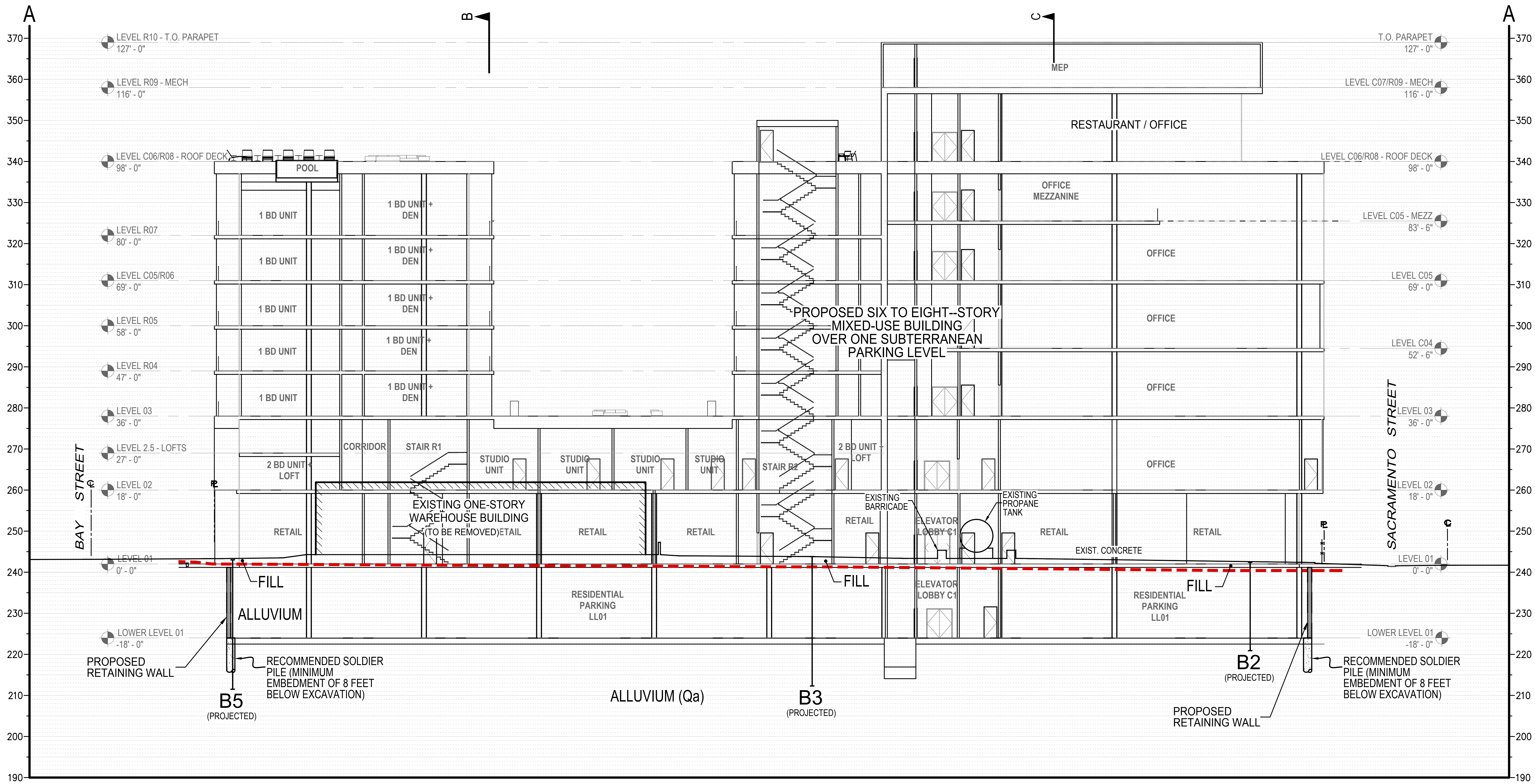
APRIL 16, 2019

BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

SITE PLAN

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC

CONSULTANT : RSB
DRAWN BY : JTR
SCALE: 1" = 20'



PLOT DATE/TIME: 4/18/2019 - 11:14am

CAD FILE: S:\LandProjects\23028 Mateo Arts_1024 S Mateo St_LA\dwg\SITE PLAN_04162019.dwg

APRIL 16, 2019

REFERENCE: TOPOGRAPHIC SURVEY PREPARED BY H.J. BURKE, INC., DATED 09/23/2016; AND ALTA/ACSM SURVEY PREPARED BY H.J. BURKE, INC., DATED 02/01/2016; AND PROPOSED ARCHITECTURAL PLANS PREPARED BY GENSLER, DATED 02/20/2019.

BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

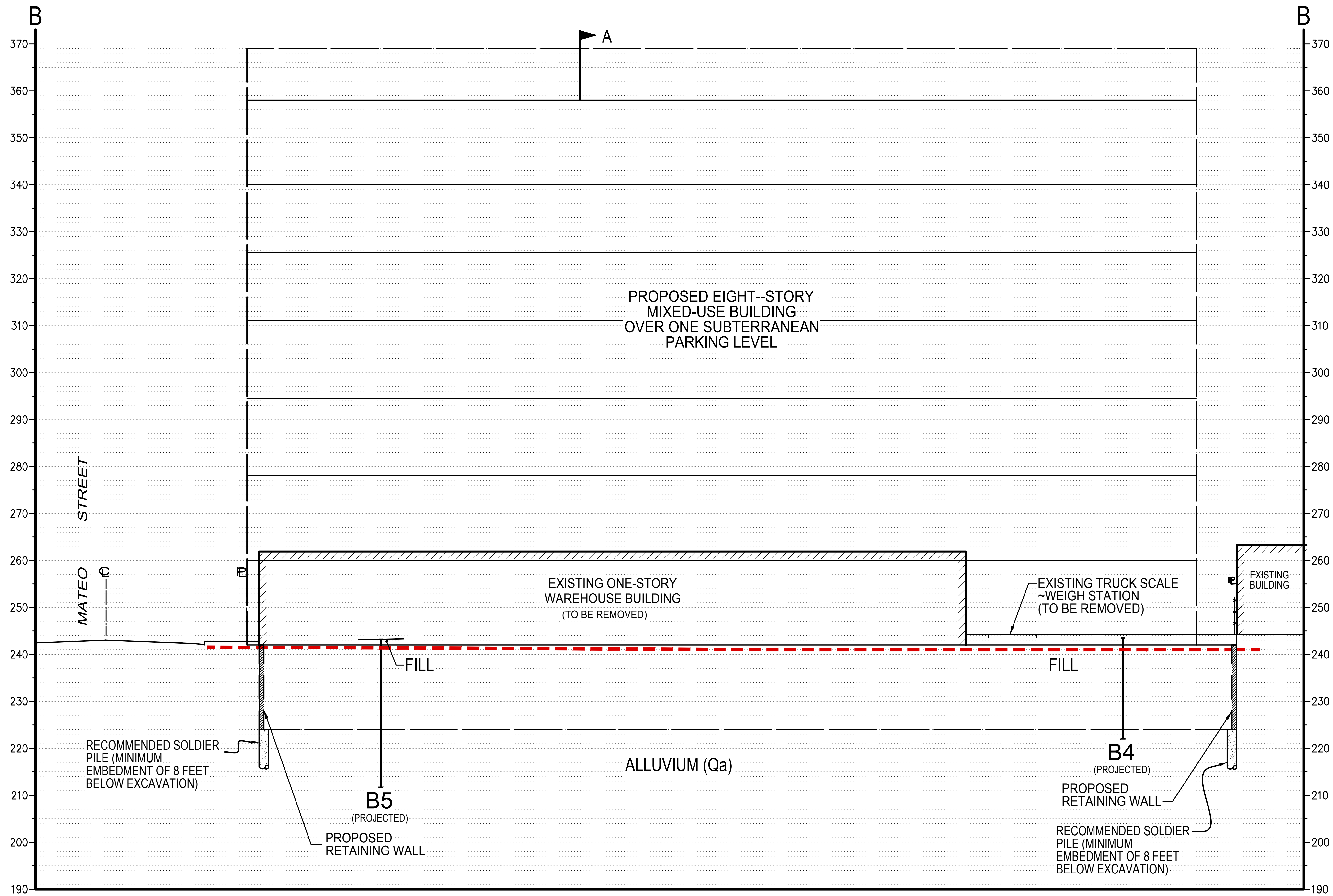
SECTION A

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC

CONSULTANT: RSB

DRAWN BY: JTR

SCALE: 1" = 20'



APRIL 16, 2019

BYER GEOTECHNICAL INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

SECTION B

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC

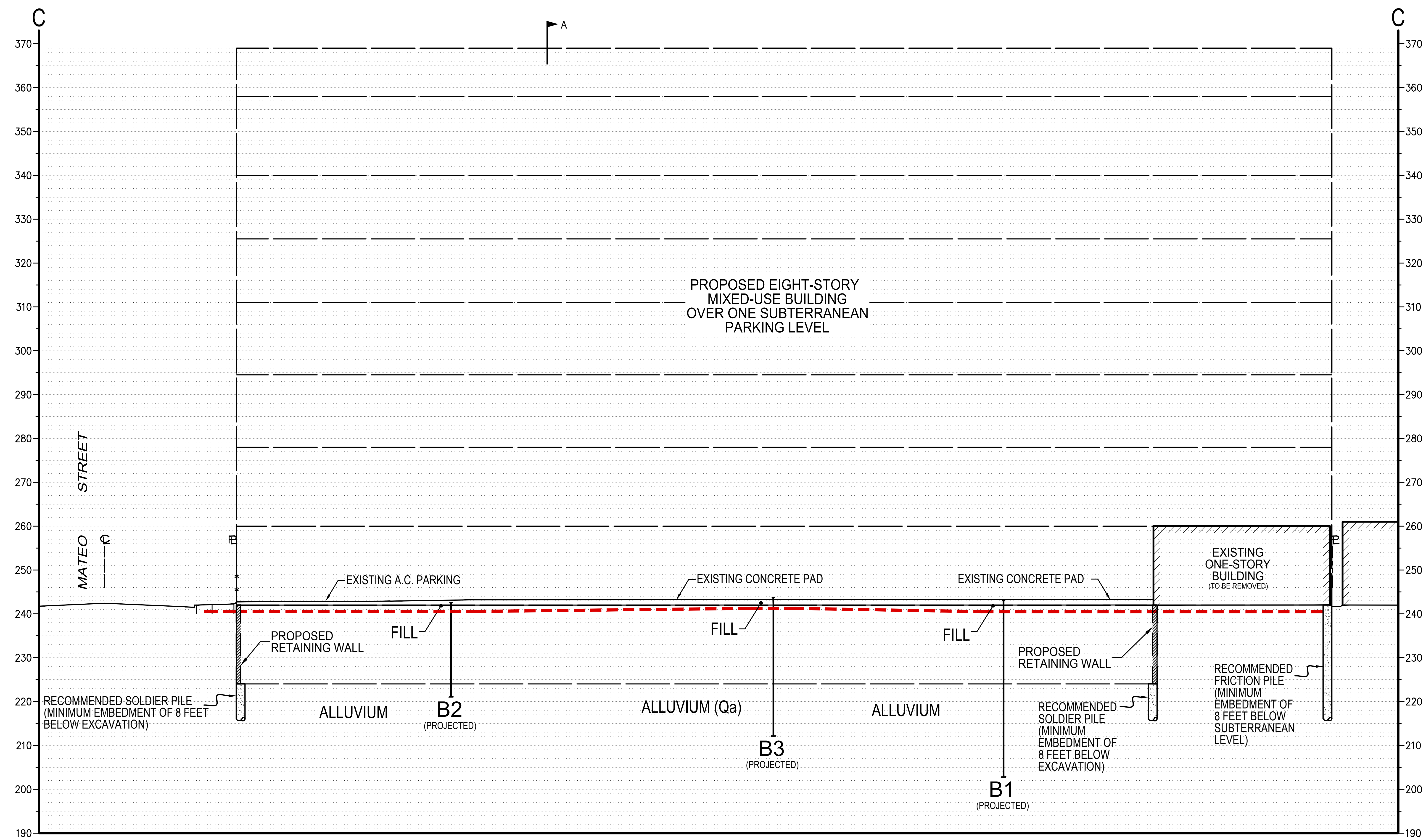
CONSULTANT : RSB

DRAWN BY : JTR

SCALE: 1" = 20'

PLOT DATE/TIME: 4/18/2019 – 11:44am

CAD FILE: S:\LandProjects\23028 Mateo Arts_1024 S Mateo St_LA\dwg\SITE PLAN_04162019.dwg



APRIL 16, 2019

BYER
GEOTECHNICAL
INC.
1461 E. CHEVY CHASE DR., SUITE 200
GLENDALE, CA 91206
818.549.9959 TEL
818.543.3747 FAX

SECTION C

BG: 23028 DART PARTNERS, LLC & MATEO ARTS, LLC

CONSULTANT : RSB

DRAWN BY : JTR

SCALE: 1" = 20'

PLOT DATE/TIME: 4/18/2019 - 11:44am

CAD FILE: S:\LandProjects\23028 Mateo Arts_1024 S Mateo St_LA\dwg\SITE PLAN_04162019.dwg

Appendix D-2:

Soils Report Approval Letter

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

FRANK M. BUSH
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

December 9, 2019

LOG # 111029
SOILS/GEOLOGY FILE - 2

Dart Partners, LLC & Mateo Arts, LLP
20501 Ventura Blvd., Suite 295
Woodland Hills, CA 91364

TRACT:	HISCOCK AND SMITHS FIRST ADDITION (M R 25-11)
LOT(S):	73, 75-84
LOCATION:	2006-2018 E. Bay St., 1000-1026 S. Mateo ST, 2001 - 2023 E. Sacramento St.

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	BG 23028	04/16/2019	Byer Geotechnical, Inc.
Oversized Doc(s).	``	``	``

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed eight-story mixed-use building over one subterranean parking. The earth materials at the subsurface exploration locations consist of up to 2.5 feet of uncertified fill underlain by sand. The consultants recommend to support the proposed structures on conventional and piles foundations bearing on native undisturbed soils.

The referenced report is acceptable, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2017 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans that clearly indicates the soils engineer has reviewed the plans prepared by the design engineer; and, that the plans included the recommendations contained in their reports (7006.1).

2. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

3. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

4. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

5. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

6. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

7. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

8. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

9. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

10. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

11. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).

12. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

13. Unsurcharged temporary excavations over 5 feet exposing soil shall be trimmed back at a gradient not exceeding 1:1, as recommended.

14. Shoring shall be designed for the lateral earth pressures specified in the section titled "Soldier Piles" starting on page 16 of the 04/16/2019 report; all surcharge loads shall be included into the design.

15. Shoring shall be designed for a maximum lateral deflection of 1 inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of ½ inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.

16. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

17. All foundations shall derive entire support from native undisturbed soils, as recommended and shall be approved by the geologist and soils engineer by inspection.

18. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

19. Slabs placed on approved compacted fill shall be at least 3½ inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

20. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

21. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 13 of the 04/16/2019 report. All surcharge loads shall be included into the design.

22. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

23. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

24. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

25. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

26. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

27. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works (7013.10).

28. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.

29. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

30. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008 & 1705.6).

31. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

32. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; [shoring; ABC slot cuts; underpinning; pile installation;] protection fences; and, dust and traffic control will be scheduled (108.9.1).

33. Installation of shoring, underpinning, slot cutting and/or pile excavations shall be performed under the inspection and approval of the soils engineer (1705.8).

34. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

35. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

YING LIU
Geotechnical Engineer II

Log No. 111029
213-482-0480

cc: Byer Geotechnical, Inc., Project Consultant
LA District Office

Appendix E-1:

Phase I ESA

PHASE I
ENVIRONMENTAL SITE ASSESSMENT OF
THE PROPERTY LOCATED AT
2025 SACRAMENTO STREET, 1024 MATEO STREET AND 2016 BAY STREET
(ALSO INCLUDES 2001-2005 SACRAMENTO STREET)
LOS ANGELES, CA 91402

Prepared for:

Bank of America N.A.
US Trust-Real Estate Services
515 S. Flower Street 28th Floor
Los Angeles, CA 90071

Prepared by:

Environmental Managers & Auditors, Inc.
26500 Agoura Road, #102-374
Calabasas, CA 91302

Project No. 2015-786-25

June 2015

Environmental Managers & Auditors, Inc.

Environmental Managers & Auditors, Inc.
[EnvironmentalManagers.com]

June 30, 2015

Bank of America N.A
US Trust Real-Estate Services
515 S. Flower Street
Los Angeles CA. 90071

To whom it may concern:

In accordance with Bank of America's request and authorization, Environmental Managers & Auditors Inc. (EMA) performed a review of potential environmental liabilities associated with the property located at 2001-2005 Sacramento Street, 1024 Mateo Street and 2016 Bay Street, Los Angeles, California, in June 2016. The purpose of this assessment was to identify potential environmental concerns associated with the property (exclusive of geologic stability or flood potential), building construction, and use. This investigation was conducted by EMA and consisted solely of the activities described in the Scope of Work section of this report. The findings, conclusions and recommendations presented herein are subject to the limitations discussed in Section 1.3 and the agreement for Environmental Consulting Services.

A brief report summarizing our findings is enclosed. Should you have any questions, please do not hesitate to contact the undersigned at your convenience. EMA appreciates the opportunity to be of professional services to Bank of America on this project.

Sincerely,

ENVIRONMENTAL MANAGERS & AUDITORS, INC.

Khalid Mahmood

Khalid Mahmood, R.E.A.
Project Director

Enclosure

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EXECUTIVE SUMMARY

Environmental Managers & Auditors, Inc (EMA) has performed a Phase I Environmental Site Assessment (ESA) in general accordance with ASTM 1527-13 for the property located at 2001-2005 Sacramento Street ; 1024 Mateo Street; 2016 Bay Street, Los Angeles, California.

The Phase I Environmental Site Assessment is designed to provide Bank of America an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the property. This assessment was conducted utilizing generally accepted ESA industry standards in accordance with ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

The address of the subject property is 2001-2005 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street, Los Angeles, California (herein referred as subject property). The subject property is located in a commercial and industrial area in the City of Los Angeles, California. According to County of Los Angeles Assessor's Office, the assessor's parcel number (APN) of the subject property is 5166-011-021. All adjoining areas consist of commercial and industrial buildings.

During the site reconnaissance, the subject property was observed to be occupied by MV Transportation Inc. MV Transportation, Inc. is engaged in the auto repair and service business for MTA buses. The subject property consists of a rectangular shaped parcel with a steel frame automotive repair and service building with associated offices in the northwestern portion and a steel frame storage shed in the southeastern portion of the property. The remaining portions of the site are utilized to park MTA busses. During the site reconnaissance, a drainage and a three compartment belowground clarifier were observed in the southeastern portion of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the belowground clarifier and subsequently discharged into the city sewer. During the site reconnaissance, a large propane tank was observed in the middle of the property. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets. No other significant structures and/or features were observed at the subject property.

During the site reconnaissance, significant quantities of hazardous materials/ hazardous wastes (i.e. brake fluids, motor oil, transmission oil, coolants, batteries, waste oil, waste anti-freeze, etc.). were observed in the automotive repair/service building and the storage shed. The hazardous materials/hazardous wastes were stored in 55-gallon and 250-gallon containers and placed in secondary containments. Significant stains were observed in the vicinity of hazardous materials/hazardous waste storage containers. The hazardous wastes generated at the site are picked up by Safety Kleen for proper disposal.

The subject property is bounded by Bay Street to the north, beyond which are Casita International, Zacatecas Imports, and other industrial developments, LAZ- Express and other industrial developments to the east, Selected Textiles, NSM, Intaglio Inc. and other industrial developments to the south, and Sacramento Street to the west beyond which are CDL Scrap Metals, Pegasus Inc., and other industrial developments.

A review of records available at the City of Los Angeles Department of Building and safety revealed that the subject property was previously occupied by a service station and Wash Rack with a clarifier and Grease Pit and a junk yard. The owner of the service station is indicated Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company.

Review of government database report revealed that the subject property tenants, Consolidated Fibers and MV Transportation, are listed on the Hazardous Waste Information System (HWIS) database. The database report indicated that Consolidated Fibers and MV Transportation generated waste oil and unspecified organic liquid mixtures at the site. It should be noted that potential for environmental concern is not necessarily present simply because a property is listed on this database. HWIS does not track violators and the presence of a facility on the HWIS database does not necessarily indicate that an environmental concern exists at that facility. The presence of these facilities on the HWIS database is not, in itself, considered to represent an environmental concern.

A further review of government regulatory databases revealed no off-site facilities of concern identified in the immediate vicinity that may have potentially impacted the subject site.

FINDINGS, CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

Findings

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- EMA identified recognized environmental conditions in connection with the property during the course of this assessment. The recognized environmental conditions included drainage/belowground clarifier associated with auto washing operations at the site. In addition, significant stains were observed in the vicinity of hazardous materials/hazardous wastes storage areas at the site.

A *controlled recognized environmental condition (CREC)* refers to 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, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the course of this assessment:

- EMA did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of this assessment:

- EMA identified historical recognized environmental conditions during the course of this assessment. The recognized environmental conditions included operation of a service station, Wash Rack with a clarifier, grease pit and a junk yard at the site in the past. The owner of the service station was indicated Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company at the site.

CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

EMA has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of 2001-2005 Sacramento Street; 1024 Mateo Street; 2015 Bay Street, Los Angeles, Los Angeles County, California (the “subject property”). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report. This assessment has revealed evidence of recognized environmental conditions in connection with the property. Based on the conclusions, EMA recommends further investigation at the site. Further investigation should be conducted in eth following potential areas of concern:

- Conduct a geophysical survey to determine presence and/or absence of underground storage tanks at the site.
- Conduct subsurface investigation (i.e. sampling and laboratory analyses, etc.) in the vicinity of former underground storage tanks, former and current clarifiers, grease pit, and hazardous materials/hazardous wastes storage areas.

1.0 INTRODUCTION

Environmental Managers & Auditors, Inc (EMA) was retained by Bank of America to conduct a Phase I Environmental Site Assessment (ESA) of the property located at 2001-2005 Sacramento Street ; 1024 Mateo Street; and 2016 Bay Street, Los Angeles, California (herein referred as subject property). The protocol used for this assessment is in general conformance with ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

On June 25, 2015, EMA conducted a site reconnaissance to assess the possible presence of petroleum products and hazardous materials at the subject property. EMA's investigation included a review of aerial photographs, historical city directories, a reconnaissance of adjacent properties, background research, and a review of available local, state, and federal regulatory records regarding the presence of petroleum products and/or hazardous materials at the subject property

1.1 Purpose

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-13) in connection with the Property. EMA understands that the findings of this study will be used by Bank of America to evaluate a pending financial transaction in connection with the subject property.

1.2 Detailed Scope of Services

The scope of work for this ESA is in general accordance with the requirements of ASTM Standard E 1527-13. EMA warrants that the findings and conclusions contained herein were accomplished in accordance with the methodologies set forth in the Scope of Work. These methodologies are described as representing good commercial and customary practice for conducting an Environmental Site Assessment of a property for the purpose of identifying recognized environmental conditions. No other warranties are implied or expressed.

1.3 Significant Assumptions

There is a possibility that even with the proper application of these methodologies there may exist on the subject property conditions that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. EMA believes that the information obtained from the records review and the interviews concerning the site is reliable. However, EMA cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The methodologies of this assessment are not intended to produce all inclusive or comprehensive results, but rather to provide Bank of America with information relating to the subject property.

1.4 Special Terms and Conditions

This report is intended for the sole use of Bank of America. Any party other than Bank of America who wishes to use this report to identify recognized environmental conditions in the process of making appropriate inquiry into the site or surrounding properties should notify EMA by executing the “Application of Authorization to Use” which follows this document. Based on the intended use of the report, EMA may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by Bank of America or anyone else will release EMA from any liability resulting from the use of this report by any unauthorized party.

1.5 Limitations

To a large extent, the conclusions reached during this Phase I ESA rely on information gathered from public and private sources. The lack of evidence regarding the presence of hazardous materials resulting from a reasonable and mutually agreed-upon scope of work does not guarantee the absence of such materials. It only indicates that no hazardous materials were found as a result of the investigation. The limited nature of the scope of work for a Phase I ESA precludes EMA from providing any warranty or guarantee regarding the absence of hazardous materials. The report is not a guarantee that chemical contamination does not exist at or beneath the site. This report does not specifically address the quality of groundwater beneath the site. The quality of groundwater can only be ascertained by physical testing. EMA has provided its best professional judgment and performed the agreed-upon services in accordance with standard and accepted consulting practices and procedures. The environmental conditions may vary considerably from those observed during this investigation. Should any additional data become available, these data should be reviewed by EMA and the conclusions presented herein modified as appropriate.

This report has been prepared in accordance with EMA's standard terms and conditions. No other warranty, expressed or implied, is made.

1.6 Limiting Conditions and Methodology Used

The environmental site assessment was performed in general accordance with the methodology set forth in ASTM Standard E-1527-13, Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process. There were no limiting conditions encountered during the Phase I ESA.

1.7 User Reliance

All reports, both verbal and written, are for the benefit of Bank of America. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of EMA.

2.0 SITE DESCRIPTION

2.1 Location and Legal Description

The address of the subject property is 2001-2005 Sacramento Street; 1024 Mateo Street; 2016 Bay Street, Los Angeles, California (herein referred as subject property). The subject property is located in a residential and industrial area in the City of Los Angeles, California. According to County of Los Angeles Assessor's Office, the assessor's parcel number (APN) of the subject property is 5166-011-021. All adjoining areas consist of commercial and industrial buildings.

2.2 Site and Vicinity Characteristics

The subject property is located in a commercial and industrial area in the City of Los Angeles, California. All adjoining areas consist of commercial and industrial buildings. Access to the subject property is from Bay Street to the north, Sacramento Street to eth south and Mateo Street to the west. Parking is located in the southern and eastern portions of the property. Northwestern portion of the property is occupied by an automotive repair and serviced building with associated offices while southeastern portion of the property is occupied by a storage shed. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets.

2.3 Description of Structures

During the site reconnaissance, the subject property was observed to be occupied by MV Transportation Inc. MV Transportation, Inc. is engaged in the auto repair and service business for MTA buses. The subject property consists of a rectangular shaped parcel with a steel frame automotive repair and service building with associated offices in the northwestern portion and a steel frame storage shed in the southeastern portion of the property. The remaining portions of the site are utilized to park MTA busses. During the site reconnaissance, a drainage and a three compartment belowground clarifier were observed in the southeastern portion of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the belowground clarifier and subsequently discharged into the city sewer. During the site reconnaissance, a large propane tank was observed in the middle of the property. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets. No other significant structures and/or features were observed at the subject property.

2.4 Current Use of the Property

At the time of EMA's site visit, the subject property was observed to be occupied by MV Transportation Inc. MV Transportation, Inc. is engaged in the auto repair and service business for MTA buses. The subject property consists of a rectangular shaped parcel with a steel frame automotive repair and service building in the northwestern portion of the subject property and a steel frame storage shed in the southeastern portion of the property. The remaining portions of the site are utilized to park MTA busses. During the site reconnaissance, a drainage and a three compartment clarifier were observed in the southeastern section of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the belowground clarifier and subsequently discharged into the city sewer. During the site reconnaissance, a large propane tank was observed in the middle of the property. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets. No other significant structures and/or features were observed at the subject property.

During the site reconnaissance, significant quantities of hazardous materials/ hazardous wastes (i.e. brake fluids, motor oil, transmission oil, coolants, batteries, waste oil, waste anti-freeze, etc.) were observed in the automotive repair/service building and the storage shed. The hazardous materials/hazardous wastes were stored in 55-gallon and 250-galolon containers and placed in to secondary containments. Significant stains were observed in the vicinity of hazardous materials/hazardous waste storage containers. The hazardous wastes generated at the site are picked up by Safety Kleen for proper disposal.

2.5 Current Adjacent Properties

The subject property is bounded by Bay Street to the north, beyond which are Casita International, Zacatecas Imports, and other industrial developments, LAZ- Express and other industrial developments to the east, Selected Textiles, NSM, Intaglio Inc. and other industrial developments to the south, and Sacramento Street to the west beyond which are CDL Scrap Metals, Pegasus Inc., and other industrial developments.

3.0 USER PROVIDED INFORMATION

Pursuant to ASTM E 1527-13, EMA requested the following site information from Mr. Dean Mariani (the Key Site Contact).

3.1 Title Records

EMA requested title records from the Key Site Contact; however, title records were not available at the site and were not provided to EMA for review.

3.2 Environmental Liens or Activity and Use Limitation

EMA requested information from the Key Site Contact regarding knowledge of environmental liens, activity and use limitations for the Property. The site contact was not aware of any environmental liens associated with the Property. In addition, the site contact had no knowledge of any use or activity limitations

3.3 Specialized Knowledge

EMA inquired with the Key Site Contact regarding any specialized knowledge of environmental conditions associated with the Property. The User and Key Site Manager were not aware of any environmental conditions associated with the Property.

3.4 Commonly Known or Reasonably Ascertainable Information

EMA inquired with the Key Site Contact regarding any commonly known or reasonably ascertainable information within the local community about the Property that is material to recognized environmental conditions in connection with the Property. The User and Key Site Manager were not aware of any information within the local community about the Property that is material to recognized environmental conditions in connection with the Property.

3.5 Valuation Reduction for Environmental Issues

EMA inquired with the Key Site Contact regarding any knowledge of reductions in property value due to environmental issues. The site contact was not aware of any valuation reductions associated with the Property.

3.6 Reason for Performing Phase I ESA

The purpose of this ESA was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-13) in connection with the Property. This ESA was also performed to permit the User to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) liability (hereinafter, the "landowner liability protections," or "LLPs"). ASTM Standard E-1527-13 constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35) (B).

4.0 REGULATORY AGENCY RECORDS SEARCH

The purpose of Government database lists is to document the location of known Federal and State superfund sites or other known or potential hazardous waste sites within a one-eighth to one mile radius of the subject property. The review will also serve to indicate the possibility that the subject property may become a "border zone property@, defined as a property located within 2000 feet of a State-designated hazardous waste property.

EMA obtained a Government record report prepared by BBL of Solana Beach, California. This computer generated report is attached to this preliminary environmental site assessment report as Appendix B and consists of Government listed properties within a one-eighth to one-mile radius of the subject property which store and use hazardous materials or have had a release of hazardous materials to soil or groundwater. The study area for this preliminary environmental site assessment includes a one-eighth to one mile radius for Federal, State and local database sources to meet the ASTM standards.

Appendix B includes a complete copy of the regulatory agency database search report generated by BBL for select agency databases only. The accuracy of the results of the report in Appendix B is constrained by the limits of care and professional skill exercised by the EMA’s sub-consultant. For completeness and quality control, additional agency records were investigated personally by EMA personnel.

EMA makes no claims as to the completeness or accuracy of the referenced sources. BBL's review of these records can be only as current as their listings, and may not represent the entire sum of known or potential hazardous waste of contaminated sites.

EMA reviewed the following agency lists to evaluate whether there are sites within the study area that may pose potential environmental concerns relative to the site.

4.1 Federal Sources

4.1.1 National Priority List

The National Priorities List (NPL) is the United States Environmental Protection Agency's (USEPA) list of prioritized Superfund sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response, Conservation and Liability Act (CERCLA).

No properties within a one mile radius, including the subject property, appear on this list.

4.1.2 Comprehensive Environmental Response, Compensation, and Liability Act Information System

United States Environmental Protection Agency (USEPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) January 9, 1992 - CERCLIS provides information for businesses or properties that are on or being considered for the federal Superfund Program according to the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). Under this program, a business or property is identified and a preliminary assessment is performed to assess whether the site shall become a federal Superfund site.

The subject property is not listed on this database. Six sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property

4.1.3 CERCLIS-NFRAP

As of February 1995, CERCLIS sites designated ANo Further Remedial Action Planned@ (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

The subject property is not listed on this database. Six sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property

4.1.4 Federal Facilities (FEDFAC)

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order.

No properties within a one mile radius, including the subject property, appear on this list.

4.1.5 Federal ERNS list

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported accidental releases of oil and hazardous substances. The database contains information from spill reports made to federal authorities including the EPA, the US Coast Guard, the National Response Center and the Department of Transportation.

The subject property is not listed on this database. Seventeen sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.6 Federal RCRA TSD facilities list

The EPA's Resources Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of reporting facilities that generate, transport, treat, store or dispose of hazardous waste.

No properties within a one mile radius, including the subject property, appear on this list.

4.1.7 Federal RCRA small& Large Generators list

The EPA's Resources Conservation and Recovery Act (RCRA) Program identifies small hazardous waste generator sites, who generate less than 100 kg/month of non-acutely hazardous waste and large hazardous waste generator sites, who generate more than 100 kg/month of non-acutely hazardous waste. The RCRA Facilities database is a compilation by the EPA of reporting facilities that generate hazardous waste.

The subject property is not listed on this database. Eighty-three sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.8 EPA CORRACTS

The EPA maintains this database of RCRA facilities which are undergoing "corrective action". A "corrective action order" is issued pursuant to RCRA section 3008 (h) when there has been a release of hazardous waste or constituents into the environment from RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predates RCRA.

The subject property is not listed on this database. One site is listed on this database. This site is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property

4.1.9 Site Enforcement Systems (SETS)

When expanding Superfund money at a CERCLA site, EPA must conduct a search to identify parties that with potential financial responsibility for remediation of uncontrolled hazardous wastes sites. EPA regional Superfund Waste Management Staff issue a notice to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

The subject property is not listed on this database. Five sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.10 Enforcement Docket System (DO)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.11 Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental status and tracks enforcement from the initial stage of investigations through conclusion.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.12 Federal Enforcement Dockets

The US EPA, office of Enforcement, maintains a list of sites under enforcement by the US EPA.

No properties within a one mile radius, including the subject property, appear on this list.

4.1.13 Superfund Amendments and Reauthorization Act (SARA)

Title III of the Superfund Amendments and Reauthorization Act, Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification (SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This data base is also known as Toxic Release Information System (TRIS).

The subject property is not listed on this database. Six sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.14 Nuclear Regulatory Commission Licenses (NC)

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated to protect the public health and safety, the common defense and security, and the environment by licensing, inspection and environmental impact assessment for all nuclear facilities and activities and for the import and export of special nuclear material.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.15 PCB Waste Handler Database (PCB)

The US EPA tracks generators, transporters, commercial stores and/or brokers and disposers of PCBs in accordance with the Toxic Substance Control Act.

The subject property is not listed on this database. One site is listed on this database. This site is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property

4.1.16 Permit Compliance System (PCS)

PCS is a database which contains data on NPDES permit holding facilities. PCS was developed by The US EPA to meet the information need of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement states of NPDES facilities.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.17 AIRS Facility System (AFS)

AFS contains emissions and compliance data on air pollution point sources tracked by USEPA and State and Local environmental agencies.

The subject property is not listed on this database. Eight sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.18 Section Seven Tracking System (SSTS)

SSTS evolved from the FIFRA and TSCA Enforcement System. SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year.

The subject property is not listed on this database. Three sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.19 FIFRA/TSCA Tracking System (FIFRA)

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA).

The subject property is not listed on this database. Four sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.20 Federal Facilities Information System (FFIS)

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities owned and operated by federal agencies.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.21 Chemicals in Commerce Information System (CICIS)

CICIS contains an inventory of chemicals manufactured in commerce or imported for Toxic Substance Control Act regulated commercial purposes. CICIS allow EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA.

The subject property is not listed on this database. One site is listed on this database. This site is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property

4.1.22 EPA Facility Index System (FINDS)

The US EPA maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes.

The subject property is not listed on this database. One site is listed on this database. These sites is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property.

4.1.23 Hazardous Material Incident Report System (HMIRS)

The Hazardous Material Report Incident Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Materials Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

The subject property is not listed on this database.

4.2 California State Sources

4.2.1 State Response Sites

The Site Mitigation and Brownfield Reuse Database (SMBRD) identify certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.

The subject property is not listed on this database. Eight sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.2 Cal Sites - No Further Action

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxics Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

The subject property is not listed on this database. Twenty sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.3. School Property Evaluation Program

This category of The Site Mitigation and Brownfield Reuse Program Database 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 Cal-Sites category depending on the level of threat to public health and safety or the environment they pose.

The subject property is not listed on this database. Three sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.4 Voluntary Clean Up Program

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC=s costs.

The subject property is not listed on this database. Eight sites are listed on this database. These sites is not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.5 Properties Needing Further Evaluation

This category of The Site Mitigation and Brownfields Reuse Program Database contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process.

The subject property is not listed on this database. Four sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.6Leaking Underground Storage Tanks

The leaking underground storage tanks (LUST) list in the City of Los Angeles is maintained by the Regional Water Quality Control Board (RWQCB)   City of Los Angeles Fire Department. The LUST list is a compilation of all investigations conducted by the RWQCB in response to reports of hazardous materials leaking from USTs.

The subject property is not listed on this database. Fifty-nine sites are listed on this database. Based on the distance and status, the above listed LUST sites are not considered a recognized environmental condition to the property.

4.2.7 Solid Waste Information System (SWIS)

This list is maintained by the California Integrated Waste Management Board. In 1977, this list was created to identify active and inactive sanitary landfills, transfer stations, and disposal facilities.

The subject property is not listed on this database. Seven sites are listed on this database. These sites is not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.8 Underground Storage Tank Registrations Database

The California State Water Regional Control Board, Office of Underground Storage Tanks maintains an inventory of registered underground storage tanks.

The subject property is not listed on this database. Seventy-six sites are listed on this database. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.9 Hazardous Waste and Substance Site List (CORTESE List)

The CORTESE List is compiled by the California State Office of Planning and Research and provides information concerning identified hazardous waste/substance sites within the State of California. The CORTESE List contains the following information:

- Records that have been compiled by the CAL-EPA DTSC. These are abandoned hazardous waste sites.

- Records that have been compiled by the Environmental Health Division of Cal EPA. These sites contain contaminated public drinking water wells that serve less than 200 connections (small Wells) and more than 200 connections (large wells).

- Sites included under the Hazardous Substance Cleanup Bond Act, pursuant to Section 25356 of the California Health and Safety Code.

- Records compiled by the State Water Resources Control Board (WRCB). These are the sites of reported UST leaks that have been investigated by the WRCB.

- Records compiled by the California Waste Management Board. These are solid waste disposal facilities from which there is a known migration of hazardous wastes.

No properties within a one mile radius, including the subject property, appear on this list.

4.2.10 Hazardous Waste Information System

The DTSC maintains a database keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

The subject property is listed on this database. In addition, two hundred and twenty-one additional sites are listed on this database. The subject property tenants, Consolidated Fibers and MV Transportation, are listed on this database. The database report indicated that Consolidated Fibers and MV Transportation generated waste oil and unspecified organic liquid mixtures at the site. It should be noted that potential for environmental concern is not necessarily present simply because a property is listed on this database. HWIS does not track violators and the presence of a facility on the HWIS database does not necessarily indicate that an environmental concern exists at that facility. The presence of these facilities on the HWIS database is not, in itself, considered to represent an environmental concern.

4.2.11 Toxic Release

The California Regional Water Quality Control Boards for local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Release, Spill, Leaks, Investigations and Cleanups, Non-Tank Release, Toxics List or similar, depending on the local agency.

The subject property is not listed on this database. Twenty-five sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the property.

4.2.12 Toxic Pits

The California Water Quality Control Board, Division of Loan Grants maintains an inventory of sites with toxic pits in the state.

No properties within a one mile radius, including the subject property, appear on this list.

4.2.13 Solid Waste Assessment Test

This program, provided for under the Calderon legislation, requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

The subject property is not listed on this database. Two sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.3 Local Sources

4.3.1 City of Los Angeles Department of Building and Safety

Records from the City of Los Angeles Department of Building and Safety (CLADBS) were reviewed for evidence indicating the developmental history of the subject property, and for the presence of documentation relative to underground storage tanks. Following is a summary of building records available at the CLABSD:

2001- Sacramento Street

6/9/1941	Building permit for New Building.
6/9/1941	Purpose of building is a Wash Rack and Service Station
8/31/1941	Certificate of Completion for Auto Service Station (Wash Rack Completion).
12/16/1949	Building Permit for New Building.
12/16/1949	Application to Erect New building. Purpose of building indicated as Grease Pit. Owner named is Standard oil.
5/28/1952	Building Permit for New Building
9/03/1952	Certificate of Occupancy, 1 Story, Type IIIA, 10x10 Restroom addition to existing 10 X 20 office. G-1 Occupancy.
2/25/1959	Present use is a Wash Rack, Size is 20 X 30, clarifier pit and wash tank.
9/10/1970	Building permit for new building.
9/30/1970	Application for sign permit. Exchange sign on existing column and footage (same area). The size of the sign is indicated as 5’ X 36’ X 25’ feet high. Owner named is Standard Oil.
9/10/1972	Building permit.
8/22/1973	Grading permit.
9/19/1973	Grading Completion File.
9/25/1973	Engineers Certificate of Compliance for compacted earth fills. Description of Grading, Classification of the soil and tabulation of

	the test results. Owner named is Standard Oil.
10/7/1973	Approval granted for compacted fill as described in the compaction report dated 09/19/1973. Owner named is Standard Oil.
10/02/1973	Grading Completion File.
8/22/1975	Application for Grading Permit and for Grading Certificate. Purpose of grading was for the storage tank backfill. Owner named is Standard Oil. Permit #76629.
8/22/1975	Application filed to demolish/Handwreck. The present use of building is indicated as a service station. The plot plan provided indicated presence of tanks in the southeastern portion of the site. Owner named is Standard oil. Permit #76630.
8/22/1975	Application filed to demolish/Handwreck. Present use of the building is indicated as canopy (service station). Owner named is Standard Oil. Permit #76631.
8/22/1975	Application filed to demolish/Handwreck. Present use of the building is for restrooms. Owner named is Standard Oil. Permit #76632.
8/22/1975	Application filed to demolish/Handwreck. Present use of building is indicated as a Tire Shop. Owner named is Standard Oil. Permit #76633.
8/22/1975	Application to Add-Alter-Repair-Demolish and for Certificate of Occupancy. Present use of building indicated is a Storeroom. Demolish Handwreck. Owner named is Standard Oil. Permit #76634.

2005- Sacramento Street

7/01/1914	Building permit.
7/01/1914	Mechanical permit.
6/17/1925	Building permit and application to alter, repair and demolish. Single family dwelling. Owner indicated as Charles Lsntz.
6/29/1926	Application to alter, repair and demolish. General repairs, building moved, new concrete foundation and connect plumbing, gas and sewer line. Owner indicated as Charles Lsntz.

1024 Mateo Street

3/13/1905	Application to Build, 4 Room 1 Story residence.
3/13/1905	Building permit.
7/01/1914	Building permit.
7/01/1914	Mechanical permit and application for installation of plumbing, Sewer or cesspool, Gas fitting and old gas pipe line inspection.
12/23/1974	Affidavit for Lot tie.

2016 Bay Street

12/02/1949	Application to alter, repair, or demolish and for a Certificate of Occupancy.
12/4/1975	Certificate of Occupancy. 1 Story, Type V, 80'x150' warehouse building. 24 required parking spaces provided.
3/24/1975	Application to Add-Alter-Repair-Demolish and for Certificate of Occupancy. Present use of the building indicated as a Truck Scale. Owner named is Consolidated Fiber, Inc.
4/04/1975	Application for Grading Permit and for Grading Certificate. Owner named is Consolidated Fiber, Inc.
9/10/1980	Certificate of Occupancy.
8/12/1981	Certificate of Occupancy.
4/01/1982	Certificate of Occupancy.
6/16/1983	Certificate of Occupancy. Use of land for junk yard. Storage yard only.
2/02/1984	Certificate of Occupancy. Use of land for junk yard.
4/05/1985	Certificate of Occupancy. Use of land for junk yard. Storage only.
3/08/1994	Application filed for the demolition of loading dock. Owner is indicated Stacey Construction Inc.

12/18/2006 Application for building permit and Certificate of Occupancy. Install New 68' X 11'6 X 6" Concrete pad for L.P.G tank.

2/09/2012 Certificate of Occupancy. Use of land for junk yard.

Copies of the building department records are presented in Appendix C.

4.3.2 City of Los Angeles Fire Department

Records from the City of Los Angeles Department Fire Department (CLAFD) were requested for review for evidence indicating the presence of Underground Storage Tanks (USTs) and for the use of hazardous materials. The records were not available at the time this report was prepared. Upon availability of records, if any, the report will be updated as deemed necessary.

4.3.3 County of Los Angeles Department of Public Health

Records from the County of Los Angeles Department of Public Health were requested for review for the presence of Underground Storage Tanks (USTs) and for the use of hazardous materials. The records were not available at the time this report was prepared. Upon availability of records, if any, the report will be updated as deemed necessary.

4.3.4 County of Los Angeles Department of Public Works

Records from the County of Los Angeles Department of Public Works were requested for review for the presence of Underground Storage Tanks (USTs) and for the use of hazardous materials. The records were not available at the time this report was prepared. Upon availability of records, if any, the report will be updated as deemed necessary.

4.3.5 South Coast Air Quality Management District (SCAQMD)

A file review was conducted at the South Coast Air Quality Management District. No records were found for the subject property.

4.3.6 Department of Toxic Substances Control

Records from the Department of Toxic Substances Control (DTSC) were reviewed. No records for the hazardous materials and/or USTs were found for the subject property.

4.3.7 California Regional Quality Control Board- Los Angeles Region

Records from the California Regional Quality Control Board - Los Angeles Region were reviewed No records for the hazardous materials and/or USTs were found for the subject property.

5.0 ENVIRONMENTAL SETTING

5.1 Geology and Hydrogeology

The geologic Map of California indicated that the geology of the area within the subject site consist of alluvial fill. The U.S. Department of Agriculture, Soil Conservation Service, Report and General Soil Map of Los Angeles County indicate that the soil in the area defined as Hanford association, 2 to 5 percent slopes. The Hanford soils are over 60 inches deep, are well drained, and have moderately rapid subsoil permeability. They have pale-brown coarse sandy loam surface layers about 8 inches thick underlain by light yellowish-brown coarse sandy loam and gravely loamy coarse sand substratum.

Hydrologically, the site lies within the Los Angeles Forebay Area of the Central Groundwater Basin (CDWR, 1961). Depth to eth first groundwater is estimated approximately 120 feet belowground surface (CDWR, 1961).

6.0 HISTORICAL SITE USAGE

Based on the historical documents, the subject property has been occupied by the current industrial buildings since early 1970's. Prior to the current development, the subject property was occupied by single family dwelling and auto service station Wash Rack.

6.1 Aerial Photographs

Historical and current usage of the subject property and adjacent areas was investigated by reviewing aerial photographs provided by the BBL.

The historical aerial photographs available from 1947 to Present were reviewed. Following is a description of aerial photographs.

Recent	A building structure appears in the northwestern portion of the property. The propane tank observed in the middle of the property during site reconnaissance is visible in the aerial photographs. Several large vehicles are present at the subject property. Surrounding areas are fully developed.
5/31/1994	A building structure appears in the northwestern portion of the property. The propane tank is visible in the middle of the property. Surrounding areas are fully developed.
5/26/1995	A building structure appears in the northwestern portion of the property. The propane tank is visible in the middle of the property. Surrounding areas are fully developed.
10/20/1980	A building structure appears in the northwestern portion of the property. The canopies are visible in the southwestern portion of the site. The canopies appear to be related to the service station previously operated at the site as noted in the building department records. Surrounding areas are fully developed.
10/31/1979	A building structure appears in the northwestern portion of the property. A structure also appears in the southern section of the property. Surrounding areas are developed.
3/17/1973	Aerial photo is not legible.
9/13/1968	Some structures appear on the subject property. Vehicles are visible at the site. Surrounding areas are fully developed.

Copies of the aerial photographs are presented in Appendix D.

6.2 Sanborn Fire Insurance Maps

These maps were prepared for fire insurance underwriting purposes, and describe the construction and relative fire-resistance of buildings, depict the locations of fire-prevention devices, gasoline storage tanks, water lines, cistern, and any potentially flammable materials in the site vicinity over time. A search of Sanborn fire insurance maps conducted by BBL indicated that no mapping was done for the subject area.

Date	Description
1900	Dwellings are present at the subject property.
July 1953	An office in the northwestern corner, gas and oil activity in the south-western portion, a restaurant in the west-central portion and an office in the in the middle of the property are present. The office noted in the northwestern corner is associated with Transfer Cos. Truck Yard.
July 1958	Same as in July 1953.
July 1961	Gas and oil activities appear in the northwestern, middle and south-central portions of the property. Auto Laundry is present in the southeastern portion of the property.

Copies of eth sanborn maps are presented in Appendix E.

6.3 City Directories Records

City Directories have been published for many cities and towns across the United States since the 18th Century. Originally a list of town residents, the City Directory became a tool for locating individuals and businesses in a particular urban or suburban area. For each address within an area, City Directories list the name of each resident or, if a business operates from that address, the name and the type of business. This historic overview of occupants of a given property is a valuable tool for companies involved in assessing the historic prior use of any resident or commercial property.

BBL performed the City Directories search. The following is the result of City Directory Search:

2015

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2036 SACRAMENTO ST	PLAYETHICS
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	CASITA INTERNATIONAL

931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2014

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2036 SACRAMENTO ST	PLAYETHICS
2038 SACRAMENTO ST	STONE NARA
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2012

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
	LITTLE SUN INC
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	BX3USA INC
	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2010

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2036 SACRAMENTO ST	GIFTWAY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	BX3USA INC
	CASITA INTERNATIONAL
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2008

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2030 SACRAMENTO ST	ISY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	M O SEWING INC
930 MATEO ST	CASITA INTERNACIONAL
	KPP ZIPPER INC
	OPTIMA TRADING CO

931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2006

1024 MATEO ST	No Commercial Listings
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2030 SACRAMENTO ST	ISY INC
	TEX VISION
2036 SACRAMENTO ST	GIFTWAY
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
930 MATEO ST	CASITA INTERNACIONAL
	KPP ZIPPER
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2004

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2036 SACRAMENTO ST	GIFTWAY
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	TEX VISION
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2000

1024 MATEO ST	No Commercial Listings
1038 MATEO ST	C W PRODUCE
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2030 SACRAMENTO ST	ASALING IMPORT & EXPORT INC
2036 SACRAMENTO ST	U & I KNIT
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	MODA PRODUCTION
930 MATEO ST	GOLDEN PLATING CORP
931 MATEO ST	KIDSSMILE IMPORT
Source:	Combo1

1998

1024 MATEO ST	No Commercial Listings
1038 MATEO ST	C W PRODUCE
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2014 SACRAMENTO ST	FLORES PRODUCE
2022 SACRAMENTO ST	FULL CIRCLE SPORTSWEAR
2036 SACRAMENTO ST	BEVERLY EMBROIDERY INC
930 MATEO ST	GOLDEN PLATING CORP
931 MATEO ST	KIDSSMILE IMPORT
Source:	Combo1

1994

1005 MATEO ST	SUMMIT PULP AND PAPER INC
1024 MATEO ST	No Commercial Listings
1100 MATEO ST	T A GREENE CO INC
1901 SACRAMENTO ST	GELTMAN REZEX CORP
2001 SACRAMENTO ST	No Commercial Listings
2014 SACRAMENTO ST	FLORES PRODUCE
2036 SACRAMENTO ST	MEDIA LITHOGRAPHICS INC
930 MATEO ST	GOLDEN PLATING CORP
Source:	Combo1

1990

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings

1985

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	CONSOLIDTAED FIBRES-SETTSU INC

1980

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	CONSOLIDTAED FIBRES-SETTSU INC

1976

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	No Listings

1971

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

1961

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

1956

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

A summary of city directories search is presented in Appendix F.

6.4 Historical Topographic Maps

EMA obtained historical topographic map from topozone.com.

Date: 1972
Description: No production wells or other significant surface features are as depicted as present on the USGS map.

6.5 Prior Assessment Reports

Although requested, no previously prepared environmental reports such as Phase I or II Environmental Site Assessments, lead-based paint surveys, lead-in-water surveys, asbestos surveys or geotechnical reports prepared by other consultants were provided for EMA's review.

6.6 Zoning/Land Use Records

Records of the local government were reviewed to determine current and historical uses of the subject property permitted by the local government. According to the City Los Angeles Building Department, the subject property is zoned C-2 commercial.

6.7 Recorded Land Title Records

Review of a 50-year chain of title was not included in the scope of the assessment. A title report was requested from the Client, but was not received prior to issuance of this report. As a result, the information required for review of recorded land title records is considered not to be readily ascertainable.

6.8 Additional Historical Record Sources

Historical use of the Property was researched using standard historical sources. No other research was conducted or deemed necessary for this assessment

6.9 Historical Use Information on Adjoining Properties

A review of the historical records revealed that the surrounding areas were used for commercial and industrial purposes in the past.

6.10 Data Failure

The objective of historical research is to develop a history of the previous uses of the subject property and surrounding area, in order to help identify the likelihood release of hazardous substances as a result of past activities. The agreed scope of work requires the assessor to attempt to identify use of the Property at 5-year intervals from 1940 to the present, or, if the Property was already developed in 1940, to the first date of development, but recognizes that data failure frequently occurs, making this impossible. When data failure occurs, ASTM

E 1527-13 requires the assessor to document the data failure and assess the potential impact on the ability of the EP to identify recognized environmental conditions.

Information developed in the course of this assessment is adequate to satisfy the requirements of the scope of assessment. No related data failure has been identified.

7.0 SITE RECONNAISSANCE

On June 25, 2015, EMA personnel conducted an inspection of the site located at 2001-2005 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street, Los Angeles, California, to assess the current on-site activities that may pose potential impact to the subsurface conditions of the subject site.

During the site visit, EMA personnel inspected the subject site regarding potential environmental concerns including the presence of the UST's or AST's, spray booths, pits, clarifiers, and/or sumps, quantities and types of hazardous/toxic materials and wastes stored, treated, used, generated, or disposed of as part of present or previous tenants business activities, unusual stains or odors, and knowledge of hazardous material spills on the subject site. The subject site was inspected for evidence of any staining and/or spills.

Environmental considerations associated with the site and the study area is discussed in the following sections.

7.1 Aboveground Storage Tanks

During the site reconnaissance, with the exception of a large propane tank, no other aboveground fuel storage tanks were observed on the subject property. No environmental concerns were noted in the vicinity of propane tank.

7.2 Underground Storage Tanks

During the site reconnaissance, manways, vent pipes, fill connections, concrete pads and saw cuts were not observed in the paved areas of the site.

7.3 Water and Wastewater

During the site reconnaissance, a drainage and a three compartment clarifier were observed in the southeastern section of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the below ground clarifier and subsequently discharged into the city sewer via this clarifier.

7.4 Hazardous Materials/Wastes

During the site reconnaissance, significant quantities of hazardous materials/ hazardous wastes (i.e. brake fluids, motor oil, transmission oil, coolants, batteries, waste oil, waste anti-freeze, etc.) were observed in the automotive repair/service building and the storage shed. The hazardous materials/hazardous wastes were stored in 55-gallon and 250-gallon containers and placed in to secondary containments. Significant stains were observed in the vicinity of hazardous materials/hazardous waste storage containers. The hazardous wastes generated at the site are picked up by Safety Kleen for proper disposal.

7.5 Air Emissions

No air emission sources requiring permits were observed at the subject property during the site reconnaissance.

7.6 PCBs

In general, all PCB-designated transformers were required to be replaced with non-PCB-designated transformers when PCBs were designated as a carcinogen by the EPA in 1977. Transformers are currently classified as PCB-containing if their cooling oils contain greater than 50 milligrams per liter (ppm) total PCBs.

During the site reconnaissance, no pad-mounted electrical transformer were observed on the subject property.

7.7 Solid Waste

Solid waste on the subject property is collected in a 10-cubic yard dumpsters situated in the storage shed. The dumpsters were noted to contain miscellaneous cardboard at the time of the Property reconnaissance and no indication of potentially hazardous material disposal was noted during EMA's reconnaissance.

7.8 Asbestos Containing Materials (ACMs)

The potential for the presence of friable ACM was evaluated based on the age of the improvements, dates of renovation and other relevant information. Appendix G of the USEPA Guidance Document: *Managing Asbestos in Place - A Building Owner's Guide to Operations and Maintenance Programs for Asbestos-Containing Materials* (the Green Book) was used as a guide in identifying suspect materials and the definition of suspect ACM and presumed asbestos containing material is taken from 29 CRF Parts 1910, et al. Occupational Exposure to Asbestos; Final Rule. It should be noted that asbestos may still be utilized in some non-friable products, such as sheet vinyl flooring, vinyl floor tiles, floor tile mastic, joint compound, asbestos-cement board and roofing materials, as these materials may still be manufactured and installed in the United States. The level of the preliminary evaluation performed was not designed to comply with the survey requirements of the Asbestos Hazard Emergency Response Act (AHERA), 40 Code of Federal Regulations (CFR) Part 763, National Emission Standard for Hazardous Air Pollutants (NESHAP) 40 CFR 61, Occupational Safety and Health Administration (OSHA) 29 CFR Part 1926.1101, or other local, state or federal regulations, but has been conducted per accepted industry practices to satisfy the scope of work of the rating agencies and/or lenders. A finding in this report of "ACM is not a significant concern" or "No significant asbestos was identified" should not be interpreted as "the building is asbestos free".

Based on the original date of construction (prior to 1981) construction materials may contain asbestos and the Occupational Safety and Health Administration (OSHA) regulation 29 CFR 1926.1101, requires certain construction materials to be presumed to contain asbestos, for purposes of this regulation. All thermal system insulation (TSI) and surfacing material that are present in a building constructed prior to 1982 and have not been appropriately tested are presumed asbestos containing material (PACM). No asbestos sampling was conducted as part of this assignment.

7.9 Pesticides

No visual evidence of pesticides use on the property was observed during the site reconnaissance. A review of the historical aerial photographs did not reveal the presence of any agricultural activities and/or nursery at the subject site.

7.10 Radon

High radon readings are typically found and tested in areas of geologic activity, and in cold-weather climates where structures have inadequate ventilation and below grade construction. Radon levels of 4 picocuries per liter (pCi/L) or greater are considered significant readings.

The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action limit of 4.0 picoCuries per Liter (pCi/L). It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L.

7.11 Wetland

There are no wetlands on the subject property or within the vicinity of the subject property. The review of aerial photographs, topographic maps and personal interviews with local agencies staff did not indicate the presence of wetlands site on the subject property, nor in the vicinity of the subject site.

7.12 Oil Wells

California Division of Oil and Gas (DOG) maps and records were researched for data regarding the presence of petroleum-producing properties and/or "wildcat" oil or gas wells in the site vicinity. No oil and gas wells were identified on the subject site.

7.13 Landfills

There are no landfills on the subject property or within the vicinity of the subject property. A review of historical aerial photographs, topographic maps, personal interviews with local agencies staff and government database report did not indicate the presence of landfills site on the subject property, nor in the vicinity of the subject site.

8.0 INTERVIEWS

8.1 Interviews with Owner

The owner was not available for an interview at the time of the site inspection.

8.2 Interviews with Site Manager

The Key Site Contact, Mr. Dean Mariani, was available for an interview at the time of the site inspection.

8.3 Interviews with Occupants

Property occupants were available for interview at the time of site inspection.

8.4 Interviews with Local Government Offices

City of Los Angeles Building and Safety Department

City of Los Angeles Fire Department

County of Los Angeles Department of Public Health

County of Los Angeles Department of Public Works

South Coast Air Quality Management District

California Regional Water Quality Control Board

9.0 FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

9.1 Findings

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- EMA identified recognized environmental conditions in connection with the property during the course of this assessment. The recognized environmental conditions included drainage/belowground clarifier associated with auto washing operations at the site. In addition, significant stains were observed in the vicinity of hazardous materials/hazardous wastes storage areas at the site.

A *controlled recognized environmental condition (CREC)* refers to 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, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the course of this assessment:

- EMA did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of this assessment:

- EMA identified historical recognized environmental conditions during the course of this assessment. The recognized environmental conditions included operation of a service station, Wash Rack with a clarifier, grease pit and a junk yard at the site in the past. The owner of the service station was indicated Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company at the site.

CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

EMA has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of 2001-2005 Sacramento Street; 1024 Mateo Street; 2015 Bay Street, Los Angeles, Los Angeles County, California (the “subject property”). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report. This assessment has revealed evidence of recognized environmental conditions in connection with the property. Based on the conclusions, EMA recommends further investigation at the site. Further investigation should be conducted in eth following potential areas of concern:

- Conduct a geophysical survey to determine presence and/or absence of underground storage tanks at the site.
- Conduct subsurface investigation (i.e. sampling and laboratory analyses, etc.) in the vicinity of former underground storage tanks, former and current clarifiers, grease pit, and hazardous materials/hazardous wastes storage areas, etc.

10.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

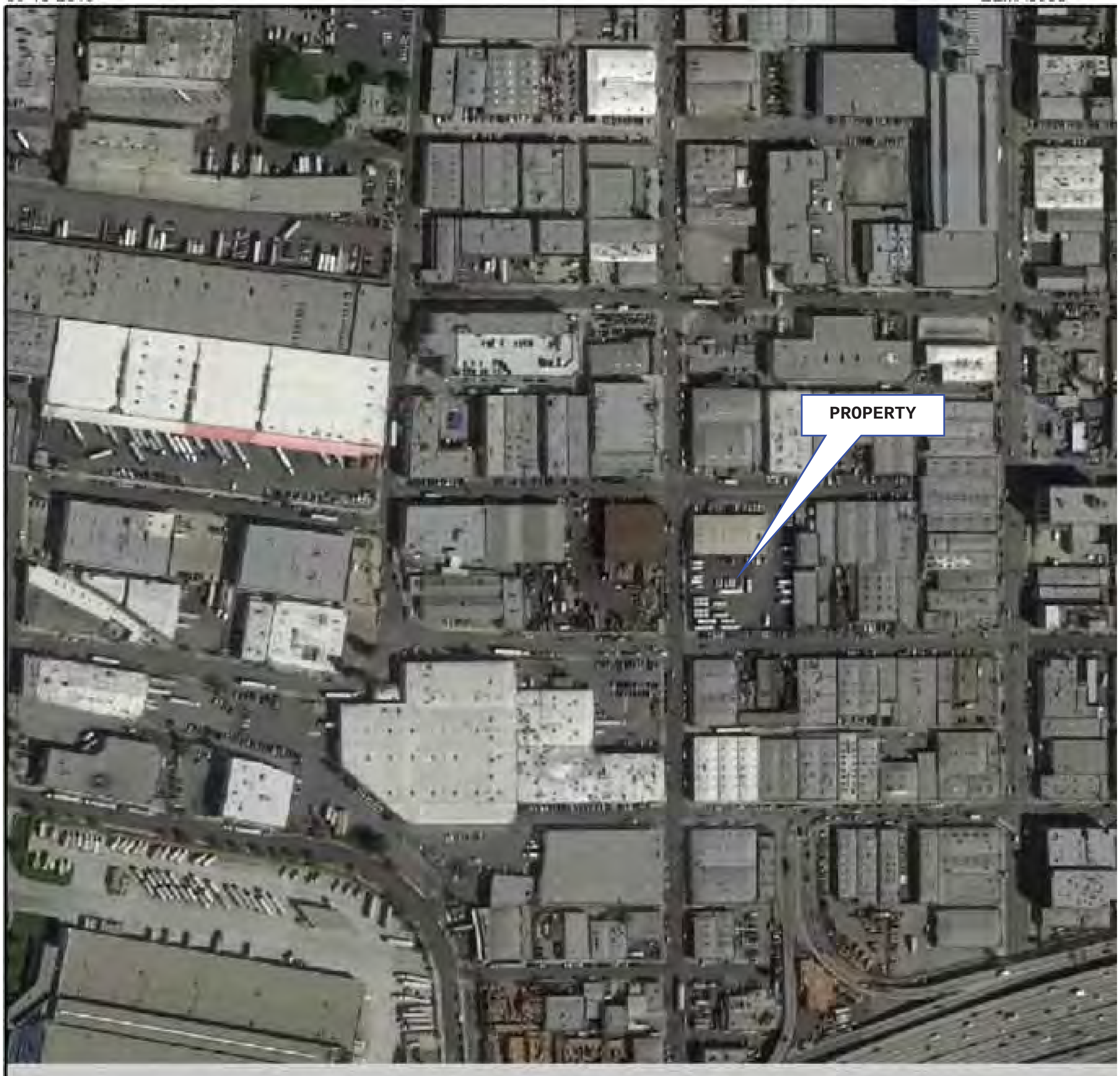
We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental professional* as defined in §312.10 of 40 CFR 312" and We have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the subject *property*. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Khalid Mahmood
Project Director

FIGURES

06-18-2015

EEMA8998



Scale: 1 inch to 500 feet

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

SITE LOCATION MAP

N↑

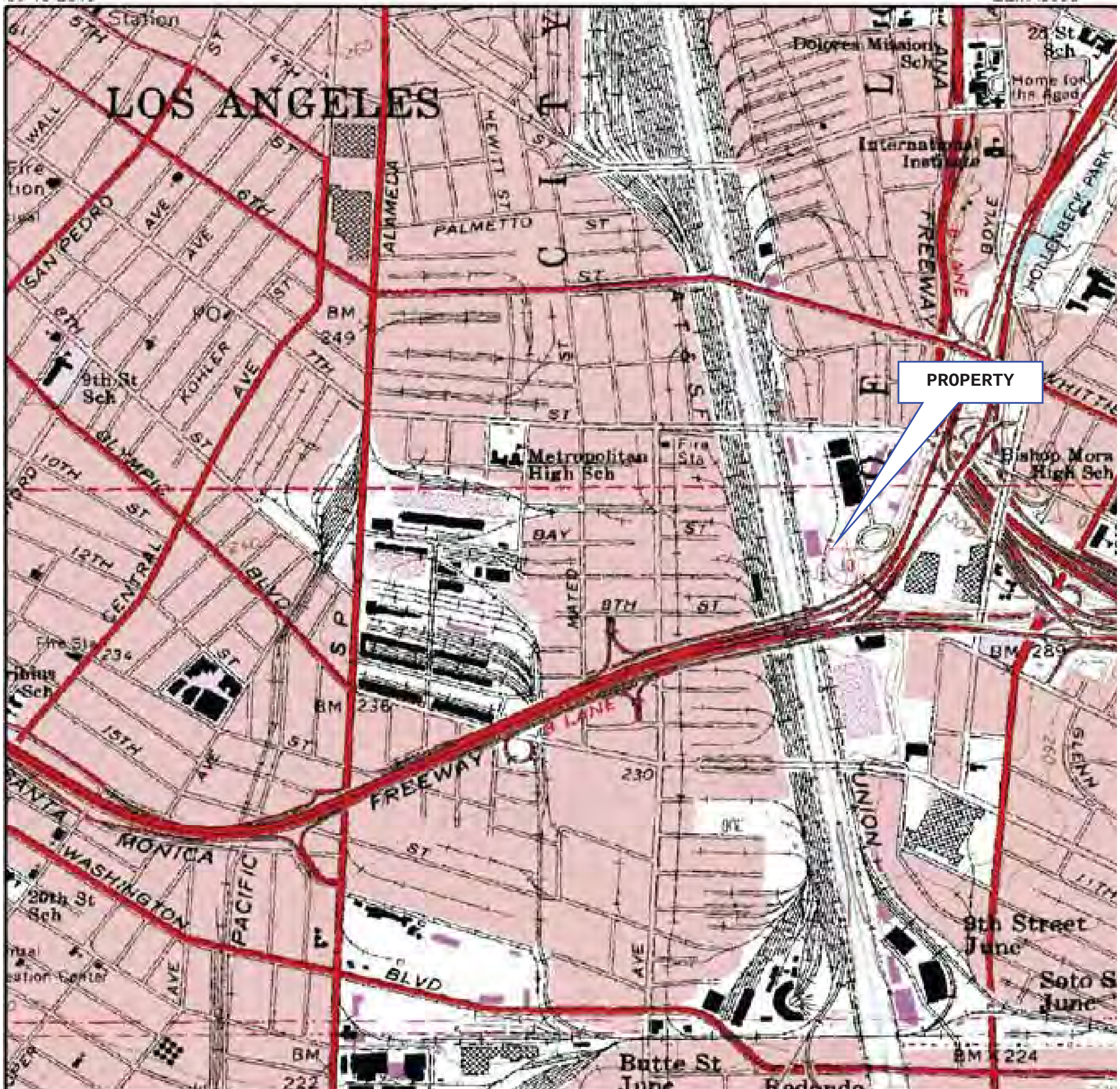
Environmental Managers & Auditors, Inc.
26500 Agoura Rd, Suite 102-374
Calabassas, CA 91302

Site Name: 2001-2005 Sacramento Street ; 1024 Mateo Street; 2016 Bay Street, Los Angeles, CA

Project No.: 2015-486-01

06-18-2015

EEMA8998



Scale: 1.6 inches to 1/2 mile

UTM North is straight up

Longitude:	-118° 13' 56"
Latitude:	34° 1' 52.4"
UTM Easting:	386242 meters
UTM Northing:	3766109 meters
UTM Zone:	NAD 11

SITE VICINTY MAP

N↑

Environmental Managers & Auditors, Inc.
26500 Agoura Rd, Suite 102-374
Calabassas, CA 91302

Site Name: 2001-2005 Sacramento Street ; 1024 Mateo Street; 2016 Bay Street, Los Angeles, CA

Project No.: 2015-486-01

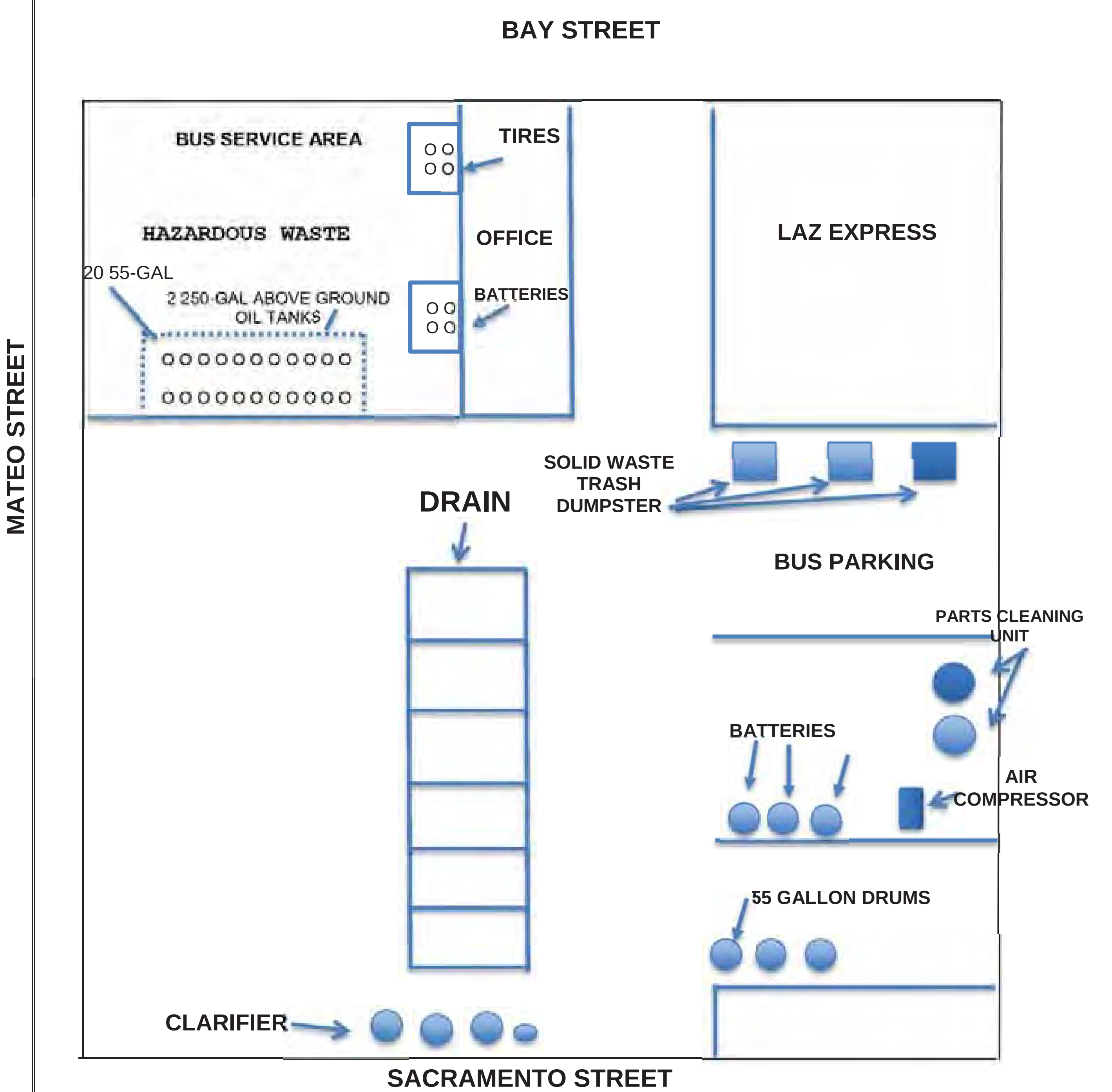


FIGURE 3. SITE LAYOUT MAP	**DRAWING NOT TO SCALE** ↑ **N**
Environmental Managers & Auditors, Inc. 26500 Agoura Rd, Suite 102-374 Calabassas, CA 91302	**Site Name:** 2001-2005 Sacramento St, 1024 Mateo St and 2016 Bay St. Los Angeles CA. 91402 **Project No.:** 2015-786-01

APPENDIX A

PHOTOGRAPHS

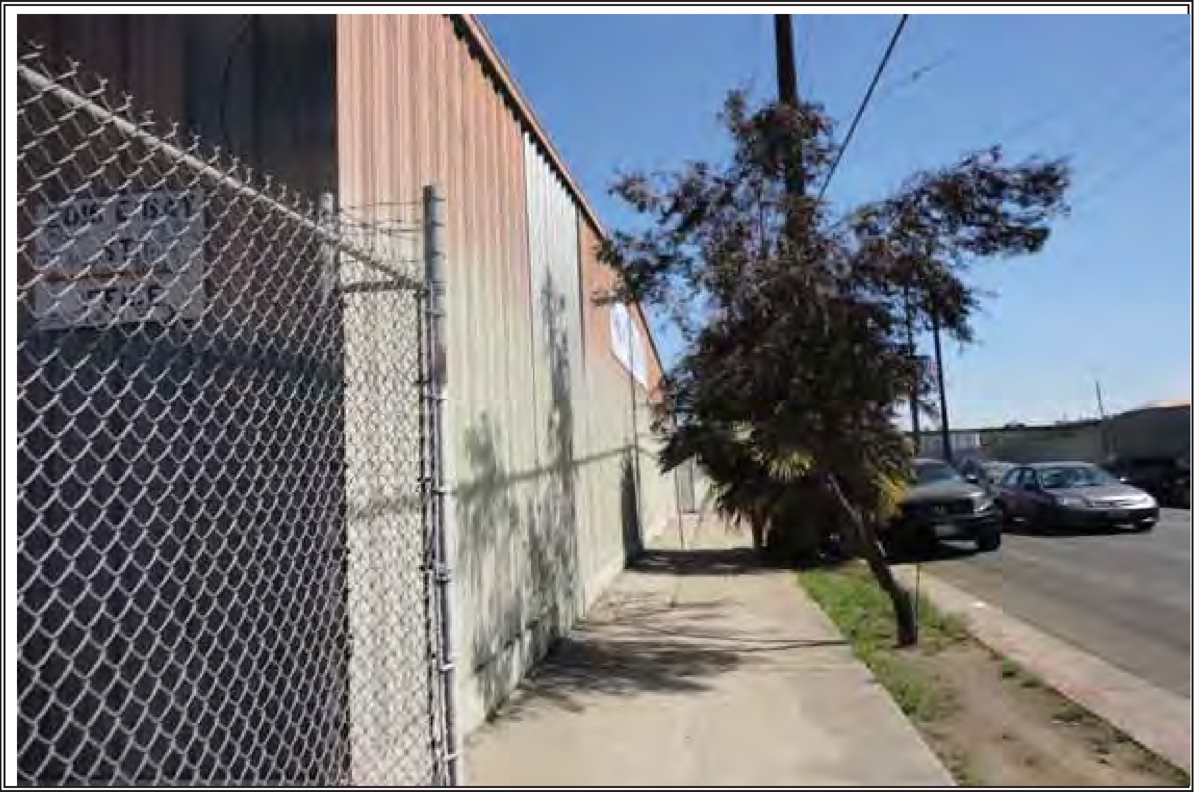
APPENDIX A

PHOTOGRAPHS

Photograph Number 1: View of subject property taken from south.

Photograph Number 2: Interior view of auto repair/service building.

Photograph Number 3: Interior view of office area.



Photograph Number 4: View of the property taken from northwest.

Photograph Number 5: Entrance to the property from Bay Street.

Photograph Number 6: Hazardous Materials/Hazardous Wastes storage drums observed in the auto repair/service building.

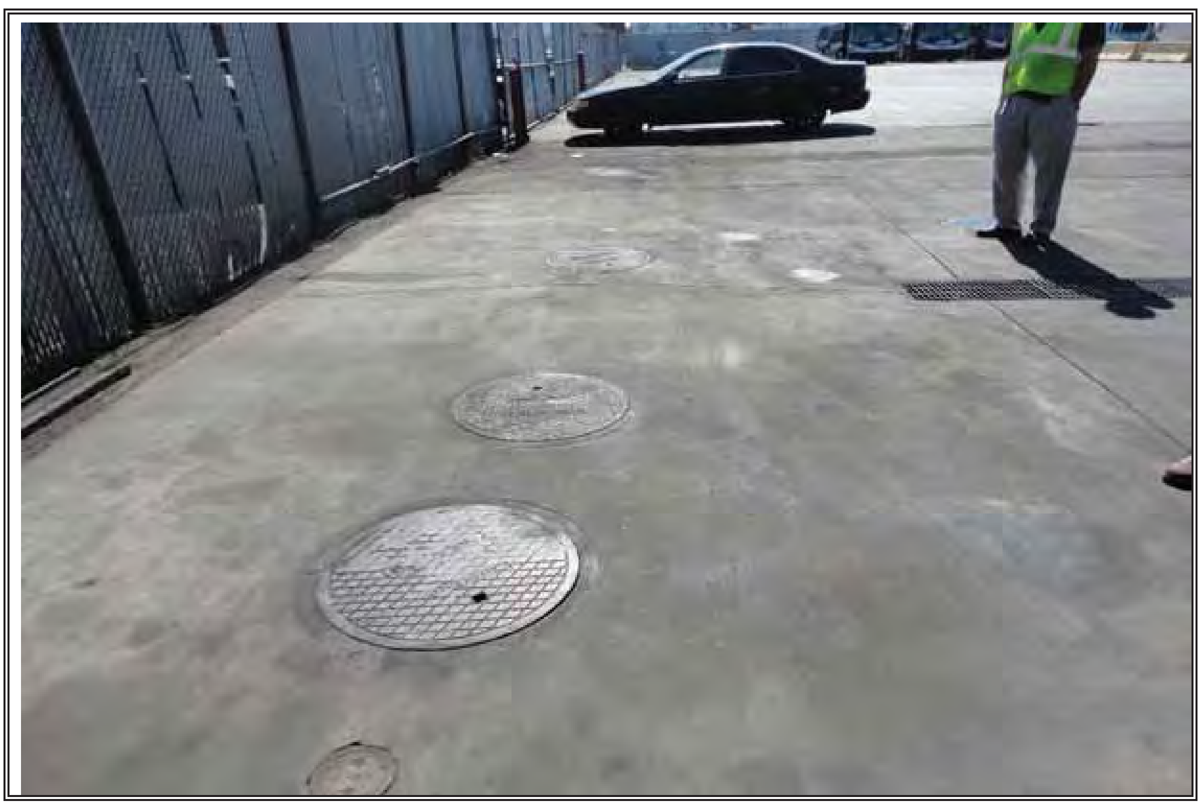
Photograph Number 7: 250-gallon waste oil container observed inside the auto repair/service building.

Photograph Number 8: View of propane tank observed in the middle of parking lot.

Photograph Number 9: View of storage shed in the southeastern portion of the site.

Photograph Number 10: Batteries observed in the storage shed.

Photograph Number 11: Parts cleaning units observed in the storage shed.



Photograph Number 12: Belowground clarifier/drainage observed in eth southeastern portion of the site.

Photograph Number 13: Industrial to the south.

Photograph Number 14: Industrial to the east.

Photograph Number 15: Industrial to the north.

Photograph Number 16: Industrial to the west.

APPENDIX B

GOVERNMENT DATABASE REPORT

ENVIRONMENTAL RECORD SEARCH

for the site

2001-2005 SACRAMENTO ST; 1024 MATEO ST; AND 2016 BAY ST
LOS ANGELES, CALIFORNIA

Performed for

ENV MANAGERS & AUDITORS

06-18-2015

INTRODUCTION

This document, prepared in accordance with ASTM Standard E-1527-13 and 40 CFR 312.26; Reviews of Federal, State, Tribal, and local government records on 06-18-2015 at the request of ENV MANAGERS & AUDITORS, reports the findings of BBL's investigation of environmental concerns in the vicinity of 2001-2005 Sacramento St;1024 Mateo St;2016 Bay St, Los Angel CA.

A total of 600 records were identified, representing 352 separate sites. Of these records, 1 relates to the subject site.

A total of 3 records with incomplete location information were found that could be close by the subject site.

The identified sites are grouped into two separate categories - sites with known environmental concerns (135) and sites which have just operating permits (217).

The report is divided into the following segments:

- **Overview Table** - An overview of all the identified records of concern summarized by distance and source.
- **Topographic Map** - of the surrounding area of the subject site.
- **Contour Map** - of the surrounding area of the subject site.
- **Present Aerial Photograph** - of the surrounding area of the subject site.
- **Summary** - listing of the identified records grouped by site and in order of distance to the subject property grouped into the categories of sites with **Known Environmental Concerns** and **Operating Permits Only**.
- **Detailed Report** - describing the sources investigated and the resulting findings.
- **Fire Insurance Map** review - describing the area of the subject site.

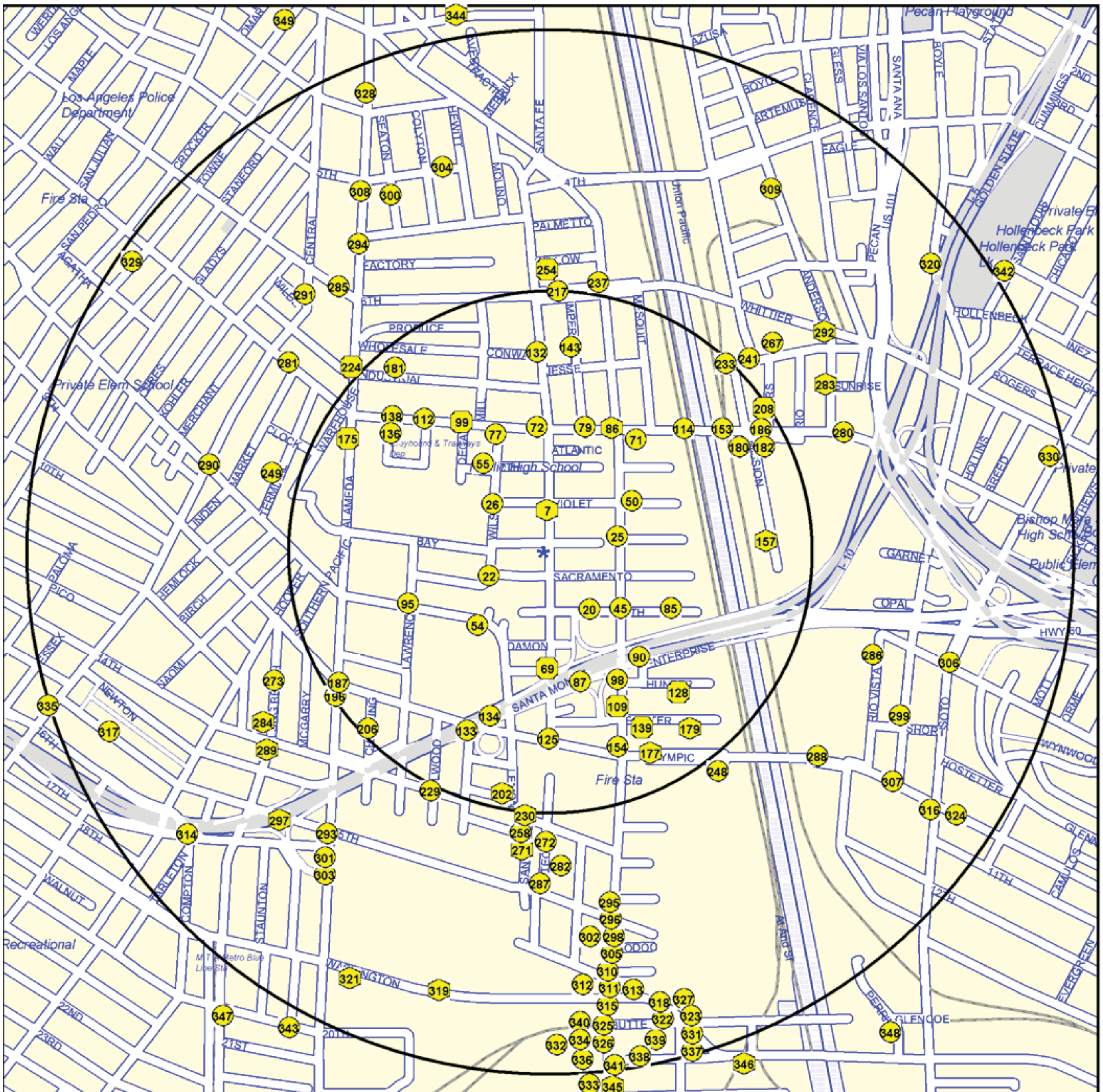
SUBJECT SITE INFORMATION

Address City Present Tenant	2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST LOS ANGEL CA 90021 No Commercial Listing No Commercial Listing	County Latitude Longitude Easting Northing Zone	LOS ANGELES 34° 1' 52” 118° 13' 56” 386242m 3766109m 11

Environmental Concerns	Page	Search Dist	Site	< 1/8	1/8-1/4	1/4-1/2	1/2-1/1	area	un kwn	total
National Priority List	1	1 mile								
CERCLIS	1	1 mile				1	5			6
NFRAP	3	1 mile			1	3	2			6
Federal Facilities	4	1 mile								
Emergency Response Notification System	5	1/2 mile		3	6	6	2			17
Hazardous Material Incident Report System	9	subject		2					1	3
Targeted Brownfields Assessments	11	1 mile								
Site Enforcement Tracking System	11	1 mile				1	4			5
Enforcement Docket (DOCKET/CDETS)	12	1/2 mile								
C-Docket	12	1/2 mile								
Integrated Compliance Information System	12	1 mile			1		4			5
CORRACTS	13	1 mile				1				1
RCRA - TSD Facilities	14	1 mile								
Clandestine Drug Laboratories	14	1 mile								
Indian LUST/VCP/UST	14	1 mile								
Federal Lead	15	1 mile								
State Response	15	1 mile		1	1	3	3			8
Voluntary Cleanup Program	16	1/2 mile			1	5	2			8
Properties Needing Further Evaluation	24	1/2 mile		1		2	1			4
Military Evaluation Sites	25	1 mile		1			3			4
Expedited Remedial Action	26	1/2 mile				1				1
Border Zone	27	1/2 mile								
School Property Evaluation Program	27	1/2 mile		1		2				3
SMBRPD Land Use Restrictions	28	1/2 mile				3				3
HWMP Deed/Land Use Restrictions	29	1/2 mile								
Corrective Action	29	1 mile				1	2			3
Historical Sites	30	1 mile		1	1		1			3
CALSITES - No Further Action	32	1/2 mile		1	4	10	4		1	20
Cortese	39	1 mile								
Leaking Underground Storage Tanks	40	1 mile			1	6	52			59
Solid Waste Information System	56	1 mile				3	4			7
Well Investigation Program	58	1 mile								
Drinking Water Program	59	1 mile								
Toxic Releases	59	1 mile					25			25
Land Disposal Sites	65	1 mile				1	1			2
Toxic Pits	65	1 mile								
Solid Waste Assessment Test	66	1 mile					2			2
Environmental Concern References				11	16	49	117		2	195
Environmental Concern Sites				8	13	28	84		2	135
Operating Permits										
RCRA Generators	66	1/2 mile		13	8	36	26			83
SARA Title III,section 313 (TRIS)	82	1/2 mile		1		1	4			6
Nuclear Regulatory Commission Licensees	84	1/2 mile								
PCB Waste Handlers Database	84	1/2 mile				1				1
Permit Compliance System (PCS)	84	1/2 mile								
AIRS Facility System (AFS)	85	1/2 mile		1	2	2	3			8
Section Seven Tracking System	86	1/2 mile			1		2			3
FIFRA/TSCA tracking system	87	1/2 mile			1	2	1			4
Federal Facilities Information System (FFIS)	87	1/2 mile								
Chemicals in Commerce Information System	88	1/2 mile					1			1
FINDS EPA Facility Index System	88	1/2 mile					1			1
Hazardous Waste Information System	**Error! Bookmark not defined.**	1/2 mile	1	41	34	100	45		1	222
Underground Storage Tanks	143	1/2 mile		12	10	32	22			76

Operating Permits References		1	68	56	174	105		1	405
Operating Permits Sites		1	45	37	90	43		1	217
Total References		**1**	**79**	**72**	**223**	**222**		**3**	**600**
Total Sites		**1**	**53**	**50**	**118**	**127**		**3**	**352**

* The classification by distance takes into consideration physical property sizes by assuming a standard size.



odd street numbers to the NW
1.8 inch to 1/2 mile (the circles do not include any buffer zone)

ENVIRONMENTAL CONCERNS - HIGH PRIORITY

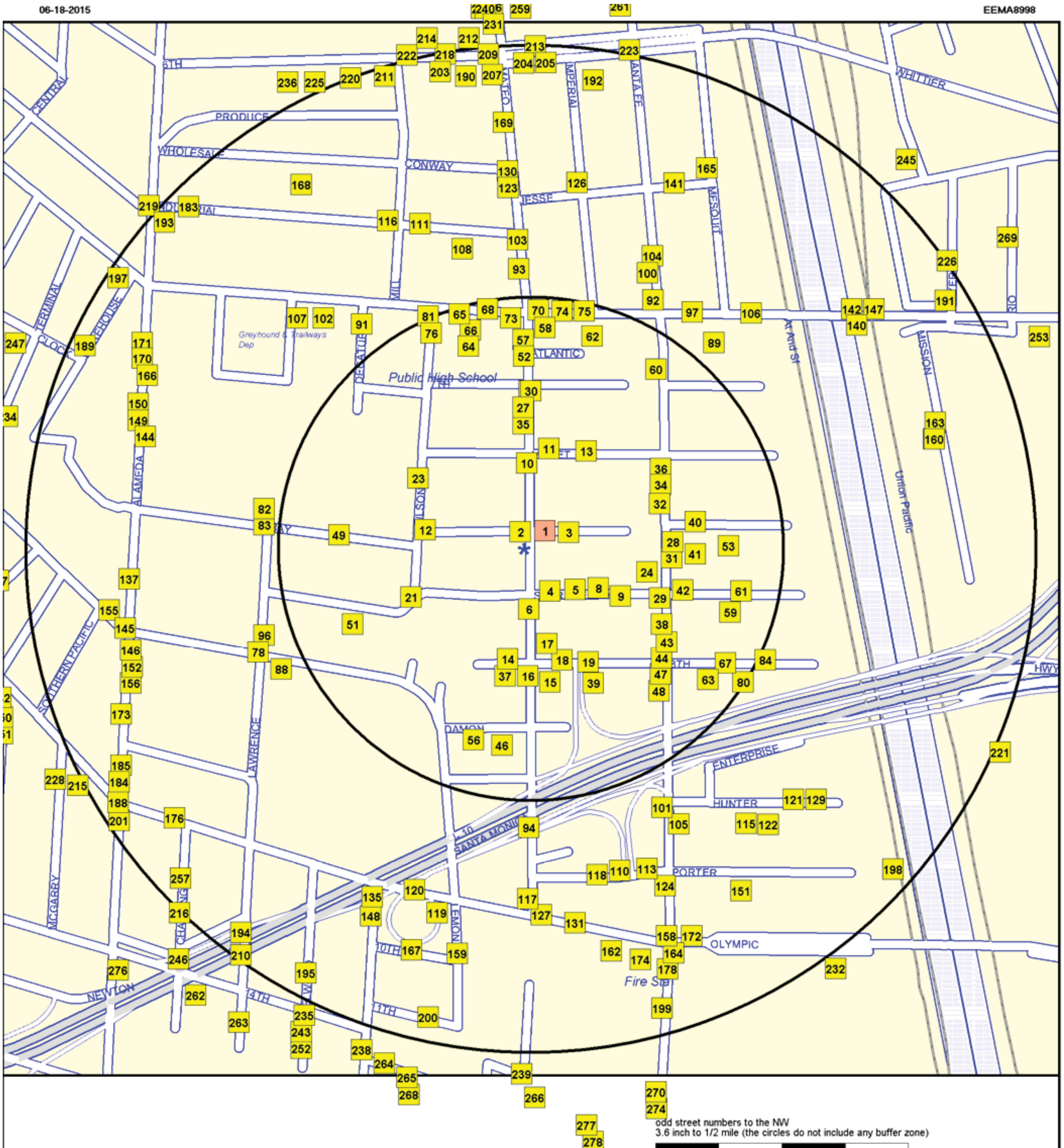
ENVIRONMENTAL CONCERNS

ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'

OPERATING PERMITS ONLY

WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH KNOWN ENVIRONMENTAL CONCERNS IN THE VICINITY AT 2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL



ENVIRONMENTAL CONCERNS - HIGH PRIORITY

ENVIRONMENTAL CONCERNS

ENVIRONMENTAL CONCERNS - WITH A 'NO FURTHER ACTION' STATUS'

OPERATING PERMITS ONLY

WATER WELLS

APPROXIMATE LOCATION OF IDENTIFIED SITES WITH OPERATING PERMITS ONLY WITHIN HALF A MILE
AT 2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

1. CONSOLIDATED FIBERS
2. CONSOLIDATED FIBRES, INC
3. JM BUS BODY REPAIR
4. INTAGLIO CORP
5. CONSOLIDATED FIBRES/SETTSU INC
6. T A GREENE CO INC
7. GOLDEN PLATING, INC.
8. ATLANTIC CHEMICAL CORPORATION
9. MEDIA LITHOGRAPHICS INC
10. ELITES SCREEN PRINTING DBA R2
11. WEST CENTRAL PRODUCE INC.
12. RANCHO ROBLES PROPERTIES INC
13. WEST CENTRAL PRODUCE INC
14. CALIFORNIA DEPT OF TRANSPORTAT
15. LOUDLABS
16. DEFUSION DBA HAN CHOLO CLOTHIN
17. THE DOOR CONTROLS INC
18. S D HERMAN CO
19. GOLDEN FLOWERS
20. WESTERN ELECTROCHEMICAL COMPAN
21. REZEX CORP
22. DHL EXPRESS C/O ABX AIR INC
23. SECOND SIGHT PICTURES
24. THEATRICAL CREATIONS INC
25. FORMER BURLEY SEAL PRODUCTS CO
26. AIRBORNE EXPRESS
27. CORSARO DAL
28. HALBERT BROS
29. JOAN B CORP
30. DIESEL COACH SERVICES
31. HALBERT BROTHERS, INC.
32. K & K LIFT ALL
33. DW FINISHING
34. HALSTED & HOGGAN INC
35. STAN ACKERMAN
36. 7 BAY TRUCK STATION
37. BROWN, WILLIAM
38. ALBEE COLLECTION
39. DOOR CONTROLS INC.
40. ZULA PRODUCTION
41. SHIRT TIME CO
42. HALBERT BROTHERS INC
43. LA IMPRINTS
44. J AND J AUTO REPAIR
45. .
46. ALLEN PRIME MEATS
47. INK IT INC
48. A B IMPORT CORP
49. VALLEY FRUIT AND PRODUCE
50. METAL RECYCLING YARD
51. UNITED MELON DISTRIBUTORS, INC
52. DP TRADING INC
53. ADVANCED ELECTRONICS PACKG
54. UNOCAL
55. CROSS DECATURE ST AND 7TH ST.
56. CARLOS Y RAMON
57. H & H LABOR SUPPLY INC
58. FLETES CARBURETOR SERVICE
59. GORDON BRUSH MFG CO INC
60. SAM'S BODY SHOP
61. LA DYE & WASH WORKS
62. MICHAEL J. KAMEN
63. ARTISTICA METAL DESIGNS
64. WANG FASHIONS
65. J AND D STORE FIXTURES
66. CUSTOM CONTAINER CORP.
67. WOLFE CREATIONS OF CAL, INC
68. BEST MAINTENANCE SUPPLY CO
69. TARA-LOID INC
70. NORM LANGER
71. DEAN AND ASSOCIATES
72. EXXON #7-8407 (FORMER)
73. MARTYS PATIO
74. FRICTION MATERIALS INC
75. FRED KORT
76. LOS ANGELES USD METROPOLITAN H
77. LA IMPORTS
78. BERG ELECTRIC
79. IMPERIAL TOY
80. NATIONAL RESOURCES INC
81. LOS ANGELES UNIFIED SCHOOL DIS
82. DEFRANCO COMPANY
83. TANIMURA DISTRIBUTING INC
84. BURLINGTON NORTHERN SANTA FE
85. 2472 E 8TH ST
86. BAILEY & SCHMITZ COMPANY
87. UNKNOWN
88. THE KOREA TIMES LOS ANGELES IN
89. SWEETHEART CUP CORP
90. AAD DISPOSAL
91. SOUTH SANTA FE PARTNERS
92. AMERICAN MOVING PARTS
93. ADECO, INC
94. AVALON PROPERTY SERVICES INC
95. LOS ANGELES TIMES, OLYMPIC FAC
96. LOS ANGELES TIMES
97. VICTOR CEPORIUS
98. 1401 S SANTA FE AVE
99. RECTIFIER ENGINEERING CO., INC
100. FRICTION MATERIALS COMPANY
101. YUN CHO PRINTING
102. MALKI SHEEL SERVICE
103. ESSEX CORP
104. TIERZERO
105. ALPHOMEGA
106. 2121 E 7TH PLACE, LLC
107. GREYHOUND LINES INC
108. LINEAR CITY LLC
109. MOORE MANUFACTURING, INC.
110. MILK DISTRIBUTION LLC
111. LINEAR CITY LLC
112. 1700 E 7TH ST
113. 1X OCEAN PRINTEX INC
114. SANTA FE/W.A. GRANT
115. A-1 BROOM AND SUPPLY COMPANY
116. MESA CONSULTENTS
117. DISTRIBUTING STATION 5
118. F&F AUTO/TRUCK BODY SHOP INC
119. A E P INDUSTRIES
120. PRKASIN COMPANY
121. BROMLEY PRODUCTIONS LIMITED LI
122. A-1 BROWN & SUPPLY INC
123. CONWAY MATEO LLC
124. TEAM SPORTS WEAR
125. PENSKE TRUCK LEASING PROPERTY
126. MISSION FURNITURE MFG CO#
127. ISADORE IRVING CANTOR
128. GENERAL PRINTING INK DIVISION
129. JOEL UNANGST
130. BARAN CO
131. VICTOR VALDEZ
132. EXLEY EXPRESS
133. WILSON STREET CORPORATION
134. CALIFORNIA RECLAMATION/US BRAS
135. E G SMITH CONSTRUCTION PRD INC
136. SO CAL GAS/LA-ALAMEDA MGP
137. WESTERN WAREHOUSING - L.A.
138. GREYHOUND LINES INC
139. COMMERCIAL IRON WORKS
140. CITY OF LOS ANGELES DEPT OF PU
141. APEX WHOLESALE PRODUCE INC
142. 7TH SPACE PARTNERS
143. METAL PREPARATIONS
144. LOWE DEV
145. CHAFFEE WHOLESALE
146. SUN TOME CORPORATION
147. AMERICAN PRODUCE CO
148. ARROW RECYCLING SOLUTIONS INC
149. MUTUAL LIQUID GAS/EQUIPMENT CO
150. STATE WIDE SALES CO. INC.
151. COMMERCIAL OIL
152. PACIFIC BELL
153. 2172 E 7TH ST
154. SHELL
155. Y & R FASHION INC
156. CHAFFEE WAREHOUSE
157. MISSION ROAD RECYCLING & TRANS
158. OIL DYNAMICS
159. UNION PACIFIC RAILROAD
160. LA CITY - SOUTH CENTRAL SANITA
161. EVERGREEN AES
162. MACK TRUCKS INC.
163. BRYCE HELLMAN FAMILY PARTNERSH
164. MOLIEF ENTERPRISES
165. CHEFS CHOICE EGG COMPANY, INC.
166. ATC PROPERTIES LLC
167. SPIRIT ACTIVEWEAR INC
168. LOS ANGELES TIMES/WHOLESALE ST
169. INTERNATIONAL FAMILY INC
170. BANK OF AMERICA NA
171. AMS EXOTIC
172. EXCLUSIVELY NATURAL COMPANY
173. CLEVELAND WRECKING CO
174. NATIONAL AUTOMOTIVE CENTER
175. CENTRAL CITY COMMUNITY RECYCLI
176. MILES INTERNATIONAL METAL CO L
177. LOONEY BINS/DOWNTOWN DIVERSION
178. FIRE STATION 17
179. ANGELUS WESTERN PAPER FIBERS,
180. 4TH STREET RAILYARD
181. PUREX CORP TURCO PRODS
182. CITY SANITATION
183. ALL NU ICE CO INC
184. T-A FINISHING INC
185. ZIMMERMAN, STEPHEN
186. CITY OF LA - BUREAU OF STREET
187. THE CALIFORNIA ENDOWMENT
188. CHEVRON USA
189. ECI PRINTING
190. L N COLOR
191. QUINN HEALTH PANTRY
192. VOLKSWORKS
193. UNION CENTRAL COLD STORAGE INC
194. YRC USF REDDAWAY
195. U S BRASS
196. UNOCAL
197. BUTLER WASH RACK
198. HONOLULU FREIGHT SERVICE
199. SUPERB PARTNERS
200. LIPKIN REALTY
201. OVERLAND TERMINAL LLC
202. WESTERN LEAD PRODUCTS COMPANY
203. BASF WYANDOTTE METROPOL DIST
204. STOVER SEED COMPANY
205. WILSTAC, INC DBA AD ART CO
206. UNK
207. METROPOLITAN DISTRIBUTION CO
208. DRYWHIT METAL PRODUCTS COMPANY
209. LOS ANGELES GUN CLUB
210. KONET CO INC
211. ENIVRONMENTAL TRANSLOADING SER
212. ALBERTS ORGANICS
213. THOMAS LIN PROPERTY
214. 6TH STREET LOFTS LLC
215. MOBILE REFIGERATION SERVICE
216. BLUE DIAMOND APPARELL
217. ST. MAINT. SERVICE YARD
218. AMERICAN PRESIDENT LINES LTD
219. SHOWA MARINE & COLD STORAGE
220. NADELL AND CO INC
221. MURPHY INDUSTRIAL COATINGS INC
222. PROGRESSIVE PRODUCE CORP
223. LUMARYS TIRE SERVICE
224. UNION ICE COMPANY, THE
225. BOO-TO ENTERPRISES INC
226. STERICYCLE INC
227. LOS ANGELES CITY/COMMUNITY DEV
228. J&J DIESEL
229. WINTER & BAIN MFG.
230. EASTERN SMELTING AND REFINING
231. ACME DIE CUTTING SERVICE
232. LA STRUCTURAL YARD ZONE #1
233. NORTHEAST EAST INTER. SEWER
234. S. E. RYKOFF & CO.
235. ELEVATOR RESEARCH AND MANUFACT
236. AESTHETIC FRAME DESIGN
237. SUN CHEMICAL CORP
238. OLIVER & WILLIAMS ELEVATORS
239. UNIVERSAL DYEING & PRINTING, I
240. L A IMAGES
241. 2200 JESSE ST
242. MILLS-MILLER-MILLS
243. NICKABOODS, INCORPORATED
244. COMPLETE PARTS CLEANER SERVICE
245. SAFFOLA QUALITY FOODS
246. BABA ENTERPRISES
247. L.A. NUT HOUSE
248. ASPHALT PLANT #1, SITE 8/25
249. LOS ANGELES SIGNAL DEPOT
250. J.J.TRUCK REPAIR
251. INK MAKERS INC
252. OLIVER WILSON ST
253. 7TH STREET SHOP FLEET SERVICES
254. C & W CHEMICAL COMPANY, INC.
255. LINSOL CORP
256. CLIFF WALLS MACHINERY
257. KRUSE METALS
258. EASTERN SMELTING AND REFINING
259. JOEL & ARONOFF WEST INC
260. JOHN MORRELL & CO
261. SPILO, CHARLES G
262. MERRILL YOUNG
263. CENTURY SCREEN PRINTING
264. COAST PRODUCE
265. A-1 EXPRESS DELIVERY SERVICE
266. LA PUMPING PLANT #10
267. AMERICOLD LOGISTICS PLANT NUMB
268. ATLAS LUMBER COMPANY, INC
269. G.M. PROCTOR & SONS INC
270. SUNLAND TIRE CO INC
271. NATIONAL AEROSOL PRODS CO
272. A-ABBEY METALS INTERNATIONAL
273. GOLDEN STATE MUTUAL LIFE INS.

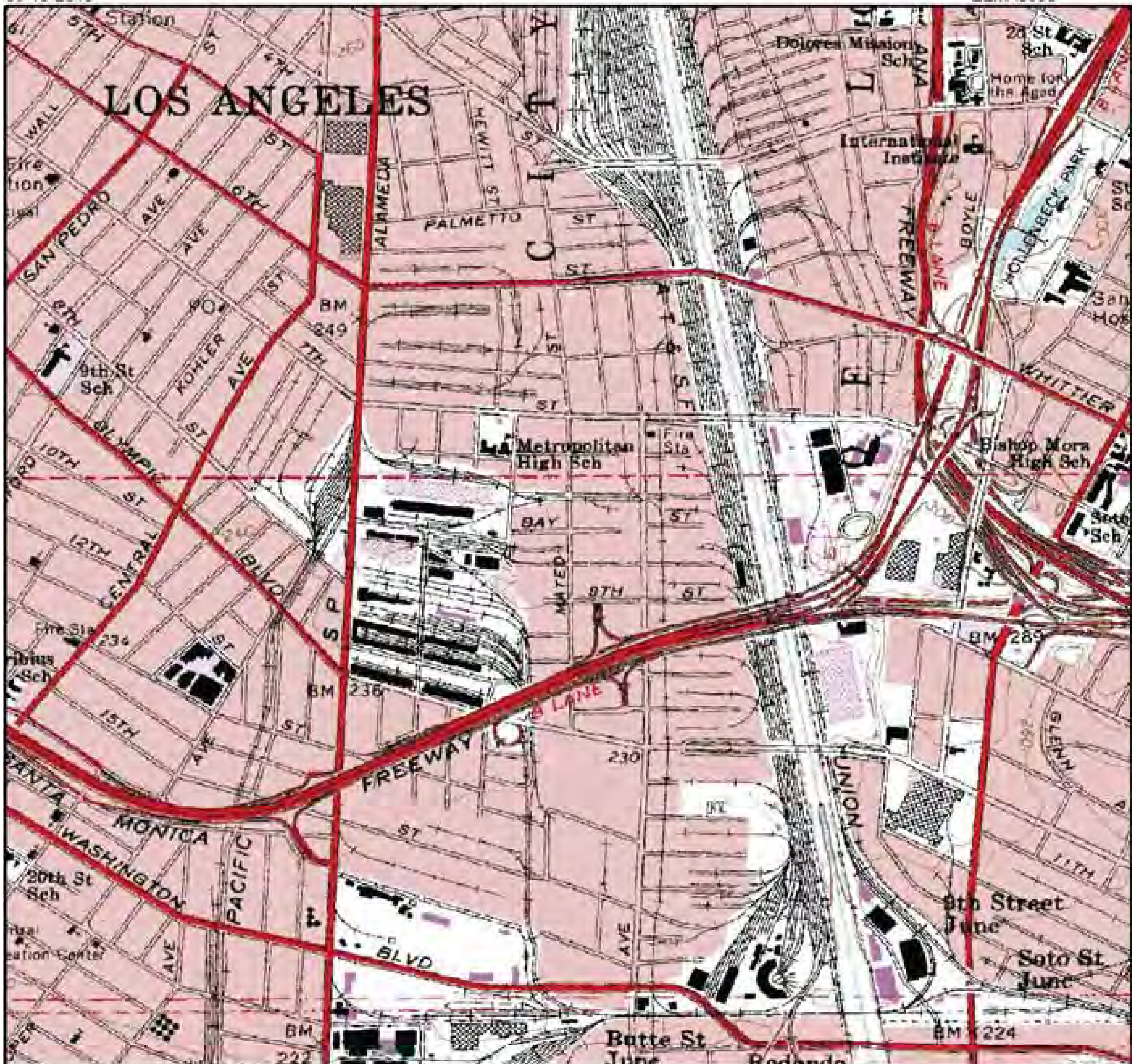
INDEX OF SITES LISTED BY MAP NUMBERS

274. DELTA CME
275. PAT & SONS POULTRY INC
276. DOWNTOWN FUEL STOP
277. CTD MACHINES INC
278. SOS METALS INC
279. CONSOLIDATED FACILITES
280. 7TH ST L.A. PUBLIC WORKS MAINT
281. TEXACO TRUCK STOP (FORMER)
282. A&S METAL RECYCLING INC
283. 7TH ST & ANDERSON ST DUMP-L A
284. MOUREN-LAURENS OIL
285. METRO DIVISION 1 MAINTENACE FA
286. ANGELICA TEXTILE SERVICES
287. BUNCH & BUNCH SANDBLASTING
288. SEARS ROEBUCK & CO
289. ALCO PLATING CORP
290. 76 PRODUCTS STATION #4010
291. LA MTA DIVISION 1
292. SAND BAGGER TIRE 2
293. RYDER TRUCK RENTAL #91
294. ZIMMERMAN DEVELOPMENT INC
295. ACTA NORTH - LA PRINT WORKSITE
296. ACTA NORTH - PARCEL NE-004-SFG
297. CALTRANS- ALAMEDA MAINTENANCE
298. ACTA NORTH - MACCARTHY CO.
299. WATER CHEMISTS INC.
300. ROLO TRANSPORTATION
301. ALAMEDA PETROLEUM TRUCK STOP
302. ACTA NORTH - TRIM CONNECTOR
303. ALAMEDA PETROLEUM TRUCK STOP
304. D & M POLISHING AND PLATING
305. ACTA NORTH- SMILE KNIT FACILIT
306. MOBIL #11-LID
307. SEARS #1008/8128
308. SUPERFINE TEXACO
309. ECKDAHL WAREHOUSE CO
310. ACTA NORTH - PERMANENT EXCLUSI
311. ACTA NORTH - SANTA FE LIQUOR
312. ACTA NORTH - PARCEL NE-009-SFG
313. ACTA NORTH - TRINITY SPORTS
314. RENTEX
315. ACTA NORTH- INDUSTRIAL MEDICA
316. SHELL SERVICE STATION
317. SIKA CHEMICAL CORP.
318. ACTA- PARCERLS NE-038/039,NE-1
319. Laidlaw/Washington Blvd. Close
320. HOLLENBECK HOME TRUST
321. LA CITY-WASHINGTON BLVD LANDFI
322. AMTRAK
323. VACAN LOT/CTMC LLC
324. HANNAM CHAIN USA
325. PROTO TOOL CO., INC.
326. ACTA NORTH - PARCEL NE-019-SFG
327. CENTRAL REPAIR YARD
328. PACE ENTERPRISES
329. FORMER ACE PLATING
330. MOBIL #11-EKT
331. ACTA NORTH - PRONTO MONEY
332. ACTA NORTH - CJ FASHIONS
333. ACTA NORTH - PARCEL NE-022-SFG
334. ACTA NORTH - PARCEL NE-024-SFG
335. SHELL
336. ACTA NORTH - K & K APPAREL
337. ACTA NORTH - PACEL NE - 040
338. IWP FACILITY - TRUCK SCALE ARE
339. ACTA NORTH - PERMANENT EXCLUSI
340. ACTA NORTH - COPIES & PAPER
341. INDUSTRIAL WIRE PRODUCTS CORP
342. LINDA VISTA HOSPITAL
343. LA MED DEPOT
344. ENTERPRISE SALES
345. FIRST NATIONWIDE BANK
346. AGEN TRANSFER & RECYCLING CENT
347. EQUILLON BULK FUEL DISTRIBUTIO
348. EKCO METALS
349. LOS ANGELES DIE CASTING

UNKNOWN LOCATIONS

PUREX CORP TURCO PRODS
YELLOW FREIGHT SYSTEM INC
UNOCAL SO CAL. DIV. PIPE LINE

INDEX OF SITES LISTED BY MAP NUMBERS



Scale: 1.6 inches to 1/2 mile

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

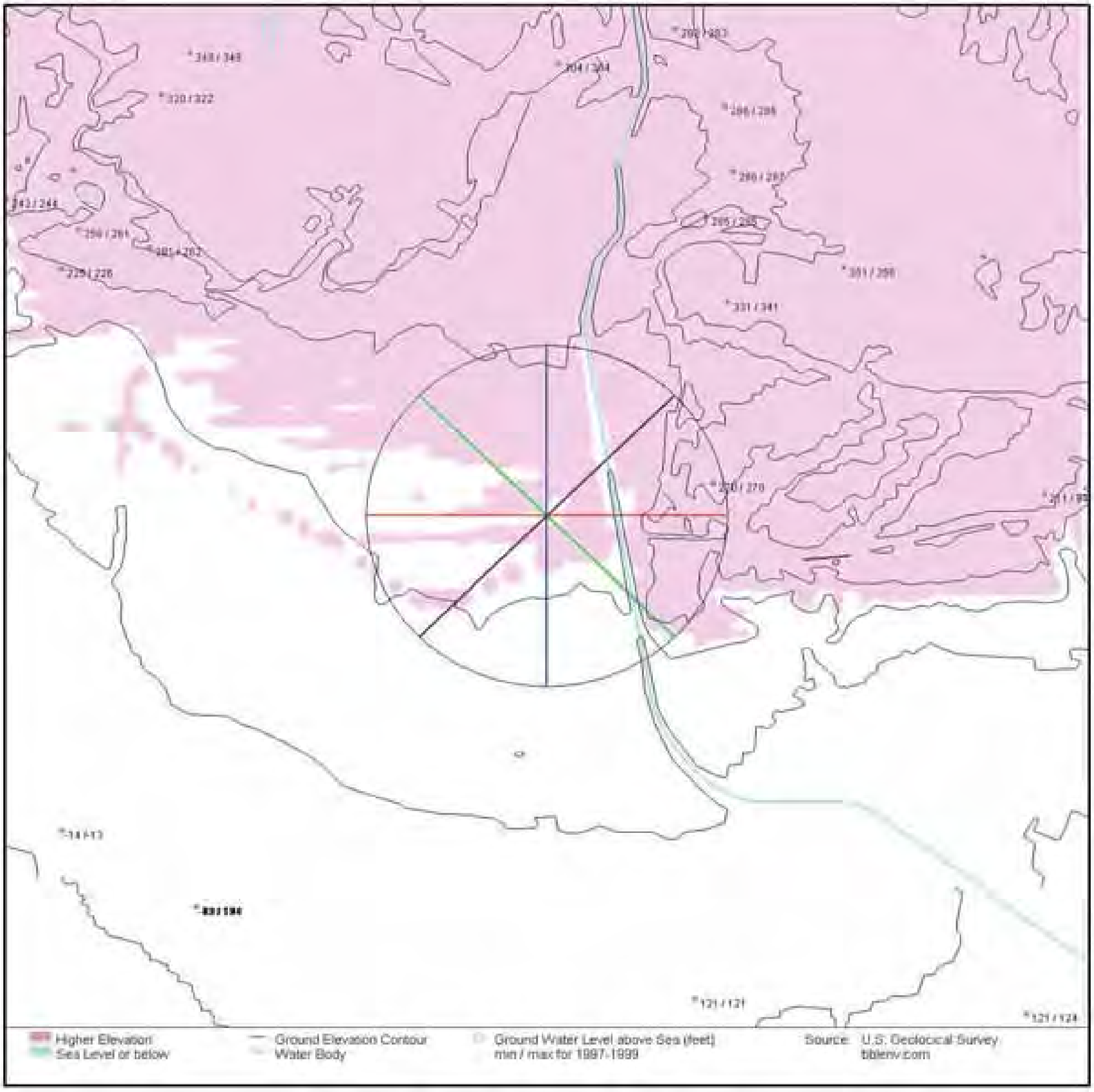
County: LOS ANGELES

AREA RADON ESTIMATES
LOS ANGELES County (69 sites tested)

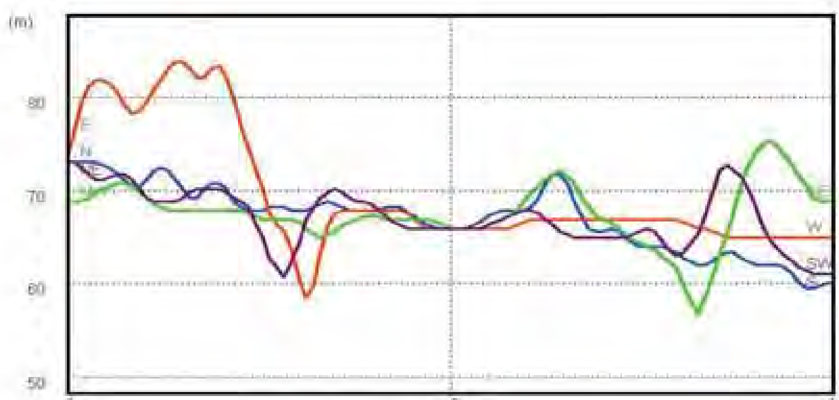
<2	pCi/L	92.8%
2-4	pCi/L	5.8 %
4-8	pCi/L	1.4 %
8-20	pCi/L	0.0 %
20 >	pCi/L	0.0%

Source: U.S. Dept of Interior, Geological Survey
LOS ANGELES, CA 1994

TOPOGRAPHIC MAP OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

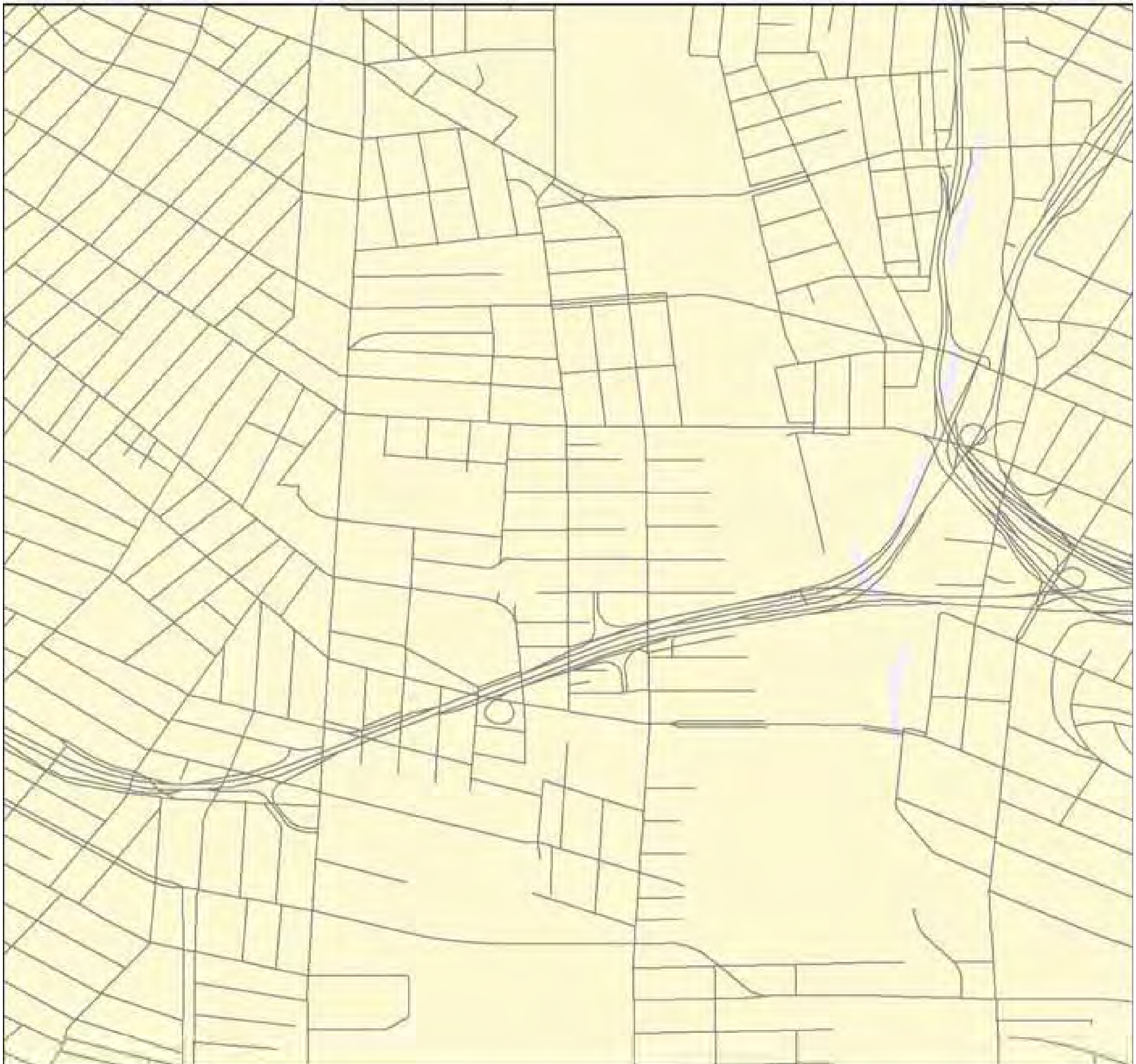


Elevation Contour overview map (6*6 mile)



Elevation Profiles (±1 mile)

CONTOUR DATA IN THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL



LIQUEFACTION
Areas where historic occurrence of liquefaction, or geological, geo-technical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

EARTHQUAKE-INDUCED LANDSLIDES
Areas where previous occurrence of landslide movement, or topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

LIQUEFACTION and EARTHQUAKE-INDUCED LANDSLIDES

AREAS COVERED BY INVESTIGATION

AREAS NOT COVERED BY INVESTIGATION

EARTHQUAKE FAULT ZONES
As defined by the Alquist-Priolo Earthquake Fault Zoning Act described in Public Resource Code Chap 7.5 Div 2

Faults considered to have been active during Holocene time and to have a relatively high potential for surface rupture. Evidence of historical offset indicated by year of event or C for displacement caused by creep or possible creep.

Accurately located

Approximately located

Inferred location

concealed location

SOURCE: State of California, Dept of Conservation, Div of Mines & Geology
Official Maps of Seismic Hazard Zones (s)
Eartquake Fault Zones (f)
LOS ANGELES MARCH 1999 (s) JAN 1977 (f)

Seismic Hazards in the vicinity of the subject site located at
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

Scale: 1 inch to 500 feet

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project:
Quadrangle:
Date: Recent
Film Type: Black & White

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

ENVIRONMENTAL RECORD SEARCH

SUMMARY

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 MILE OF THE SUBJECT SITE

ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
930		MATEO ST	LOS ANGELES	GOLDEN PLATING, INC.	HI		30	**7**	N
				GOLDEN PLATING, INC.	FE		24		
				GOLDEN PLATING, INC.	SC		27		
				GOLDEN PLATING, INC.	ME		25		
				GOLDEN PLATING INC	HWIS		89		
				GOLDEN PLATING INC	RCRA	S	67		
2348	E	8TH ST	LOS ANGELES	WESTERN ELECTROCHEMICAL COMPAN	SR		15	**20**	SE
1900		SACRAMENTO ST	LOS ANGELES	DHL EXPRESS C/O ABX AIR INC	HM		9	**22**	W
				DHL EXPRESS C/O ABX AIR INC	HM		10		
				PRICE, STERN & SLOAN	HWIS		92		
				DHL EXPRESS INC	HWIS		92		
				FIRST VEHICLE SERVICES INC #48	HWIS		92		
1026	S	SANTA FE AVE	LOS ANGELES	FORMER BURLEY SEAL PRODUCTS CO	CS-nfa	REFOA	32	**25**	E
910		WILSON ST	LOS ANGELES	AIRBORNE EXPRESS	HM		10	**26**	NW
		SANTA FE AVE & 8TH ST,ON THE L	LOS ANGELES	.	ERNS		5	**45**	SE
2130		VIOLET ST	LOS ANGELES	METAL RECYCLING YARD	ERNS		5	**50**	NE
2101	E	8TH ST	LOS ANGELES	UNOCAL	ERNS		5	**54**	SW
				UNOCAL	ERNS		6		
		DECATURE ST & 7TH ST	LOS ANGELES	CROSS DECATURE ST AND 7TH ST.	ERNS		6	**55**	NW
1321		MATEO ST	LOS ANGELES	TARA-LOID INC	CS-nfa	NFA	32	**69**	S
700	S	SANTA FE AVE	LOS ANGELES	DEAN AND ASSOCIATES	SR		15	**71**	NE
				DEAN AND ASSOCIATES	CS-nfa	CERT	32		
				DEAN & ASSOCIATES _	HWIS		99		
1935	E	7TH ST	LOS ANGELES	EXXON #7-8407 (FORMER)	LUST	CLSD	40	**72**	N
				DA VINCI ENGINEERING	HWIS		99		
				VARALINA EXXON STATION	UST	8798I	145		
				EXXON RAS #7-8407	HWIS		99		
1807	E	7TH ST	LOS ANGELES	LA IMPORTS	ERNS		6	**77**	NW
2060	E	7TH ST	LOS ANGELES	IMPERIAL TOY	IS		12	**79**	N
				FRED KORT	UST	2014	146		
				2060 E. 7TH ST. LLC	HWIS		101		
				IMPERIAL TOY	AFS		85		
				FRED KORT	UST		146		
2472	E	8TH ST	LOS ANGELES		ERNS		6	**85**	E
					ERNS		6		
					ERNS		6		
2101	E	7TH ST	LOS ANGELES	BAILEY & SCHMITZ COMPANY	HI		30	**86**	NE
				BAILEY AND SCHMITZ CO	NFRAP		3		
				BAILEY & SCHMITZ COMPANY	CS-nfa	NFA	32		
		SANTA MONICA FWY & MATEO	LOS ANGELES	UNKNOWN	ERNS		7	**87**	S
		HWY 10 & SANTA FE	LOS ANGELES	AAD DISPOSAL	ERNS		7	**90**	SE
2000		8TH ST	LOS ANGELES	LOS ANGELES TIMES, OLYMPIC FAC	VC		16	**95**	W
1401	S	SANTA FE AVE	LOS ANGELES		ERNS		7	**98**	SE
1803	E	7TH ST	LOS ANGELES	RECTIFIER ENGINEERING CO., INC	CS-nfa	NFA	32	**99**	NW

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/4 - 1/2 MILE OF THE SUBJECT SITE

ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
1412	S	SANTA FE AVE	LOS ANGELES	MOORE MANUFACTURING, INC.	CS-nfa	NFA	33	**109**	SE
1700	E	7TH ST	LOS ANGELES		ERNS		7	**112**	NW
2144	E	7TH ST	LOS ANGELES	SANTA FE/W.A. GRANT	VC		16	**114**	NE
				SANTA FE/W.A. GRANT	VC		16		
				W.A. GRANT & COMPANY	CS-nfa	NFA	33		
				GRANT & COMPANY	UST	8798I	147		
				SANTA FE RAILWAY	HWIS		106		

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
2300	E	OLYMPIC BLVD	LOS ANGELES	PENSKE TRUCK LEASING PROPERTY	VC		17	**125**	S
				PENSKE TRUCK LEASING CO LP	RCRA	S	71		
				HERTZ PENSKE TRUCK LEASING INC	UST	A2&A9	147		
				PENSKE TRUCK LEASING CO.,L.P.	UST	2014	147		
				HERTZ PENSKE TRUCK LEASING INC	UST	87&A9	147		
				PENSKE TRUCK LEASING CO. L.P.	HWIS		108		
				HERTZ PENSKE TRUCK RENTAL	HWIS		109		
2450		HUNTER ST	LOS ANGELES	GENERAL PRINTING INK DIVISION	CS-nfa	NFA	33	**128**	SE
634		MATEO ST	LOS ANGELES	EXLEY EXPRESS	NFRAP		3	**132**	N
				EXLEY EXPRESS	CS-nfa	NFA	33		
				MICHEAL KANG	HWIS		110		
1321	S	WILSON ST	LOS ANGELES	WILSON STREET CORPORATION	SC		27	**133**	SW
				WILSON STREET CORPORATION	FE		24		
				MARTIN METALS INC.	CS-nfa	REFOA	34		
				MARTIN METALS INC.	FE		25		
				WILSON STREET CORPORATION	VC		17		
				WILSON STREET CORPORATION	SR		15		
				WILSON STREET CORPORATION	LU		29		
				MARTIN METALS INC	RCRA	X	71		
				WILSON ST CORPORATION	HWIS		110		
				MARTIN METALS INC.	HWIS		110		
1331	S	WILSON ST,/1346-50 ELWOOD ST	LOS ANGELES	CALIFORNIA RECLAMATION/US BRAS	FE		25	**134**	SW
1331	S	WILSON ST	LOS ANGELES	ARROW ENVIRONMENTAL SOLUTIONS	RCRA		71	**134**	SW
725	S	CHANNING ST	LOS ANGELES	SO CAL GAS/LA-ALAMEDA MGP	CS-nfa	VCP	34	**136**	NW
				ALAMEDA MANUFACTURED GAS PLANT	VC	VCP	18		
				SO CAL GAS/LA-ALAMEDA MGP	VC		19		
				FARMERS PRODUCE PROJECT	HWIS		110		
				SOUTHERN CALIFORNIA GAS CO INC	HWIS		110		
				ALAMEDA LA MGP SITE	RCRA	L	72		
1614	E	7TH ST	LOS ANGELES	GREYHOUND LINES INC	LUST		40	**138**	NW
				LOS ANGELES MAINTENANCE CENTER	UST	87&A9	148		
				GREYHOUND BUS LINE INC	HWIS		111		
				LOS ANGELES MAINTENANCE CENTER	UST	87&93	148		
				CRUZ LINES	HWIS		111		
				GREYHOUND LINES INC	RCRA	L	72		
				GREYHOUND LINES INC.	UST	2014	148		
1614	E	7TH ST,IN STREET AT	LOS ANGELES	SUBURBAN PROPANE	HWIS		111	**138**	NW
1614	E	7TH ST	LOS ANGELES	GREYHOUND LINES INC	HWIS		111	**138**	NW
2424		PORTER ST	LOS ANGELES	COMMERCIAL IRON WORKS	CS-nfa	NFA	35	**139**	SE
				COMMERCIAL IRONWORKS	HWIS		111		
				COMMERCIAL IRON WORKS	AFS		85		
641	S	IMPERIAL ST	LOS ANGELES	METAL PREPARATIONS	SETS		11	**143**	N
				METAL PREPARATIONS	HWIS		112		
				METAL PREPARATIONS INC	HWIS		112		
2172	E	7TH ST	LOS ANGELES		ERNS		7	**153**	NE
				LA SOUTH CENTRAL	HWIS		113		
				LA SOUTH CENTRAL	HWIS		113		
				LA 7TH ST CONSOLIDATED FAC	RCRA	L	73		
				SOUTH CENTRAL	UST	8798A	149		
				LA SOUTH CENTRAL	RCRA	L	73		
1520	S	SANTA FE AVE	LOS ANGELES	SHELL	LUST	NRA	40	**154**	SE
				FORMER SHELL SERVICE STATION	LUST		41		
				SHELL OIL SERVICE STATION	UST	95A	149		
				SHELL OIL CO	RCRA	S	73		
				BOUTROS SHELL	HWIS		114		
				SHELL OIL SERVICE STATION	UST	87&A9	149		
				BOUTROS SHELL	UST	2014	149		
				GARCIA AUTOMOTIVE REPAIR	HWIS		114		
				SHELL OIL CO #204-4534-2908	HWIS		114		
840	S	MISSION RD	LOS ANGELES (CIT	MISSION ROAD RECYCLING & TRANS	SWIS		56	**157**	E
				WTR MISSION RD RECYCLING/XFER	SWIS	ACTIV	56		
				THE HOME DEPOT	HWIS		114		
				WASTE TRANSFER AND RECYCLING	HWIS		115		
				WASTE TRANSFER AND RECYCLING	RCRA	S	73		
718	S	ALAMEDA ST	LOS ANGELES	CENTRAL CITY COMMUNITY RECYCLI	CS-nfa	NFA	35	**175**	NW

; *ADDRESS*			*CITY*	*LOCATION*	*SOU-RCE*	*STA-TUS*	*PA GE*	*MAP LOC*	*DIR*
2424	E	OLYMPIC BLVD, BUILD #2	LOS ANGELES (CIT	LOONEY BINS/DOWNTOWN DIVERSION	SWIS		56	**177**	SE
2424	E	OLYMPIC BLVD	LOS ANGELES	SOUTHERN CALIFORNIA GAS CO - O	RV		14	**177**	SE
				SOUTHERN CALIF GAS CO, OLYMPIC	CS-nfa	COM	35		
				SOUTHERN CALIFORNIA GAS CO	CA		30		
				SOUTHERN CALIFORNIA GAS CO	EP		26		
				SOUTHERN CALIFORNIA GAS CO OLY	CA		30		
				SOUTHERN CALIF GAS CO- OLYMPIC	SR		15		
				SOUTHERN CALIFORNIA GAS CO	SC		28		
				SOUTHERN CALIFORNIA GAS CO	VC		20		
				SO CAL GAS/OLYMPIC BASE MGP	LU		29		
				SOUTHERN CALIFORNIA GAS CO - O	NFRAP		4		
				SO CAL GAS/OLYMPIC BASE MGP	VC		20		
				SOUTHERN CALIFORNIA GAS CO - O	PCB		84		
				SOUTHERN CALIFORNIA GAS CO	HWIS		118		
				CENTRAL STATION	UST	87&A9	150		
				OLYMPIC	UST	87&A9	151		
				CENTRAL STATION (OLYMPIC BASE)	UST	87	151		
				N G V ECOTRANS GROUP L L C	HWIS		119		
				GLOBAL CONSTRUCTION	HWIS		119		
				SO CA GAS CO OLYMPIC BASE	HWIS		119		
				OLYMPIC	UST	87	151		
2424	E	OLYMPIC BLVD,BLDG 3	LOS ANGELES	NGV ECOTRANS GROUP, LLC	HWIS		119	**177**	SE
2424	E	OLYMPIC BLVD	LOS ANGELES	OLYMPIC	UST	87	151	**177**	SE
2424	E	OLYMPIC BLVD, BLDG 3	LOS ANGELES	DOWNTOWN DIVERSION	HWIS		120	**177**	SE
2424	E	OLYMPIC BLVD	LOS ANGELES	SOUTHERN CALIFORNIA GAS CO	UST	2014	151	**177**	SE
				SOUTHERN CALIFORNIA GAS CO - O	RCRA	L	74		
2424	E	OLYMPIC BLVD,BLDG 3	LOS ANGELES	DOWNTOWN DIVERSION	HWIS		120	**177**	SE
2424	E	OLYMPIC BLVD	LOS ANGELES	SOUTHERN CALIFORNIA GAS CO - O	FIFRA		87	**177**	SE
				SO CALIF GAS CO OLYMPIC BASE	HWIS		120		
2474		PORTER ST	LOS ANGELES (CIT	ANGELUS WESTERN PAPER FIBERS,	SWIS		57	**179**	SE
				LA CITY FIRE DEPARTMENT	LUST	CLSD	41		
				ANGELUS WESTERN PAPER STOCK IN	UST	8798I	151		
				ANGELUS WESTERN PAPER FIBRE	HWIS		120		
	E	7TH ST & SOUTH MISSION	LOS ANGELES	4TH STREET RAILYARD	ERNS		8	**180**	NE
		INDUSTRIAL ST	LOS ANGELES	PUREX CORP TURCO PRODS	NFRAP		4	**181**	NW
		7TH ST & MISSION RD	LOS ANGELES	CITY SANITATION	ERNS		8	**182**	NE
				LA CITY SANITATION DEPT.	ERNS		8		
				LA CITY SANITATION DEPT.	ERNS		8		
2222	E	7TH ST	LOS ANGELES	CITY OF LA - BUREAU OF STREET	LUST		41	**186**	NE
				LA CONSOLIDATED FACILITIES	HWIS		121		
				LA 7TH STREET WEST	HWIS		122		
				CONSOLIDATED FACILITIES	UST	2014	152		
				CONSOLIDATED FACILITIES	UST	87&93	152		
				7TH STREET CONSOLIDATED FACILI	RCRA	L	74		
				CITY OF LA GENERAL SERVICES	HWIS		122		
				7TH STREET CONSOLIDATED FACILI	RCRA	S	75		
				CONSOLIDATED FACILITIES	UST	2010	152		
				CITY WAREHOUSE CORP	HWIS		122		
				LA CONSOLIDATED FACILITIES	HWIS		122		
				CONSOLIDATED FACILITIES	UST	87&93	152		
				LA 7TH STREET WEST	HWIS		123		
1000	S	ALAMEDA ST	LOS ANGELES	THE CALIFORNIA ENDOWMENT	LD	CLSD	65	**187**	SW
1800	E	OLYMPIC BLVD	LOS ANGELES	UNOCAL	ERNS		8	**196**	SW
				UNOCAL #0152 FORMER	LUST	CLSD	41		
				CONOCO PHILLIPS #250152	HWIS		125		
				UNOCAL SVC STA #0152	HWIS		125		
				H & H OLYMPIC SERVICE	RCRA		76		
				H & H OLYMPIC SERVICE	HWIS		125		
				SERVICE STATION 0152	UST	87&A9	153		
				TOSCO CORPORATION STATION #303	HWIS		125		
				TOSCO CORPORATION #30305	UST	2014	153		
				UNOCAL SVC STA #0152	RCRA		76		
				UNION OIL SERVICE STATION 0152	UST	87	153		
2182	E	11TH ST	LOS ANGELES	WESTERN LEAD PRODUCTS COMPANY	CERCLA		CN 1	**202**	S
				INTERNATIONAL LEAD CO.	SR		15		
				INTERNATIONAL LEAD CO.	LU		29		
				RSR CORP	HWIS		126		
				QUEMETCO INC	RCRA	S	76		

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
				QUEMETCO INC	HWIS		126		
				THERESA & FRANK LICHTENBERG	HWIS		126		
				QUEMETCO INC	HWIS		126		
				QUEMETCO CORPORATION	HWIS		127		
1349		CHANNING ST	LOS ANGELES	UNK	ERNS		9	**206**	SW
660	S	MYERS ST	LOS ANGELES	DRYWHIT METAL PRODUCTS COMPANY	CS-nfa	NFA	36	**208**	NE
1451	E	6TH ST	LOS ANGELES	ST. MAINT. SERVICE YARD	LUST	CLSD	41	**217**	N
				CITY OF L A GENERAL SERVICES	HWIS		129		
				SIXTH STREET CLEANING YARD	UST	8798I	153		
				LA ST MAINT STORAGE YARD	RCRA	S	77		
660	S	ALAMEDA ST	LOS ANGELES	UNION ICE COMPANY, THE	CS-nfa	NFA	37	**224**	NW

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 1/2 - 3/4 MILE OF THE SUBJECT SITE

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
1410		ELWOOD ST	LOS ANGELES	WINTER & BAIN MFG.	SETS		11	**229**	SW
				WINTER & BAIN, INC	HWIS		132		
				WINTER & BAIN, INC	RCRA		78		
2200	E	11TH ST,2200-2201	LOS ANGELES	EASTERN SMELTING AND REFINING	CERCLA		CN	2	**230** S
2200	E	11TH ST	LOS ANGELES	NATIONAL AEROSOL PRODUCTS	HWIS		132	**230**	S
		MISSION & JESSE AVE	LOS ANGELES	NORTHEAST EAST INTER. SEWER	LD	CLSD	65	**233**	NE
				NOS-ECIS PROJECT	LD	CLSD	65		
590	S	SANTA FE AVE	LOS ANGELES	SUN CHEMICAL CORP	NT	INACT	59	**237**	N
				BUTTERFIELD (SUN CHEMICAL CORP	CS-nfa	AWP	37		
				SUN CHEMICAL CORP	NT	ASSM	59		
				BUTTERFIELD (SUN CHEMICAL CORP	CS-nfa	AWP	38		
				SUN CHEMICAL CORP	LUST	INACT	42		
				SUN CHEMICAL CORP	LUST	OPEN	42		
				BASF INMONT/SUN CHEMICAL	NT	1	59		
				BUTTERFIELD (SUN CHEMICAL CORP	VC		21		
				BASF INMONT/SUN CHEMICAL	NT	ASSM	60		
				SUN CHEMICAL CORP	LUST	ASSM	42		
				SUN CHEMICAL CORP	NT	INACT	60		
				INMONT CORPORATION	CS-nfa	NFA	38		
				BASE CORPORATION COATINGS & IN	AFS		85		
				SUN CHEMICALS	HWIS		134		
				WORKING BEAR PRODUCTIONS	HWIS		134		
				NEW LINE CINEMA	HWIS		134		
				INMONT CORP	HWIS		135		
				BASE CORPORATION COATINGS & IN	RCRA	X	79		
				SUN CHEMICAL CORP	HWIS		135		
				UNITED TECHNOLOGIES INMONT COR	UST	8798I	154		
				BASE CORPORATION COATINGS & IN	SARA		83		
				BASE CORPORATION COATINGS & IN	CICIS		88		
2200		JESSE ST	LOS ANGELES		ERNS		9	**241**	NE
2484	E	OLYMPIC BLVD	LOS ANGELES	ASPHALT PLANT #1, SITE 8/25	LUST	CLSD	42	**248**	SE
				LA ASPHALT PLANT #1	RCRA	S	80		
				L A CITY MAINTENANCE ASPHALT P	HWIS		137		
				LA CITY MAINT ASPHALT PLT	RCRA	S	80		
				ASPHALT PLANT NO. 1 - K140	UST	2014	154		
				ASPHALT PLANT #1	UST	87&A9	155		
				LA ASPHALT PLANT #1	HWIS		138		
		LOS ANGELES SIGNAL DEPOT	LOS ANGELES	LOS ANGELES SIGNAL DEPOT	ME		26	**249**	W
1328		WILLOW ST	LOS ANGELES	C & W CHEMICAL COMPANY, INC.	CS-nfa	NFA	39	**254**	N
				C & W CHEMS CO INC	RCRA	S	80		
				ROGMA CONSTRUCTION SERVICES IN	HWIS		138		
				C & W CHEMICAL CO INC	HWIS		138		
				C AND W CHEMICALS	UST	8798I	155		
2220	E	11TH ST	LOS ANGELES	EASTERN SMELTING AND REFINING	VC		22	**258**	S
				EASTERN SMELTING AND REFINING	VC	VCP	23		
2233		JESSE ST	LOS ANGELES	AMERICOLD LOGISTICS PLANT NUMB	IS		13	**267**	NE
				GLACIER COLD STORAGE LTD	HWIS		141		
				TERMINAL REFRIGERATING COMPANY	RCRA		81		
				AMERICOLD LOGISTICS PLANT NUMB	FN		88		
				TERMINAL REFRIGERATING COMPANY	HWIS		141		
2193	E	14TH ST	LOS ANGELES	NATIONAL AEROSOL PRODS CO	CERCLA		CN	2	**271** S
				NATIONAL AEROSOL	FE		25		
				NATIONAL AEROSOL	CS-nfa		39		

;		*ADDRESS*	*CITY*	*LOCATION*	*SOU-RCE*	*STA-TUS*	*PA GE*	*MAP LOC*	*DIR*
				NATIONAL AEROSOL PRODUCTS CO.	ERNS		9		
				NATIONAL AEROSOL PRODS CO	SARA		84		
				NATIONAL AEROSOL PRODUCTS CO	UST	2013	156		
				NATIONAL AEROSOL PRODS CO	RCRA	L	82		
				NATIONAL AEROSOL PRODUCTSCO	UST	2014	156		
				NATIONAL AEROSOL PRODS CO	PE		87		
				UNION PACIFIC RAILROAD	HWIS		142		
ard		NATIONAL AEROSOL PRODUCTS CO	HWIS		142				
1931		MATEO ST	LOS ANGELES	A-ABBEY METALS INTERNATIONAL	LUST	CLSD	42	**272**	S
				A ABBEY METALS INTL	HWIS		142		
				A-ABBEY METALS INTERNATIONAL	UST	2010	156		
1112		LONG BEACH AVE	LOS ANGELES	GOLDEN STATE MUTUAL LIFE INS.	LUST	CLSD	43	**273**	W
2300	E	7TH ST	LOS ANGELES	7TH ST L.A. PUBLIC WORKS MAINT	LUST	CLSD	43	**280**	E
				7TH ST. CONSOLIDATED FACILITY	UST		157		
				7TH ST. CONSOLIDATED FACILITY	UST	2014	157		
1345	E	7TH ST	LOS ANGELES	TEXACO TRUCK STOP (FORMER)	LUST	CLSD	43	**281**	NW
				LEVILOFF REFEREE SHIP	HWIS		143		
				COMMERCIAL SUPER SERVICE	UST	8798A	157		
1960		MATEO ST	LOS ANGELES	A&S METAL RECYCLING INC	CA		30	**282**	S
		7TH ST & ANDERSON	LOS ANGELES	7TH ST & ANDERSON ST DUMP-L A	SW	6	66	**283**	NE
641	S	COMPTON AVE	LOS ANGELES	MOUREN-LAURENS OIL	CERCLA		SA	2	**284** SW
1130	E	6TH ST	LOS ANGELES	METRO DIVISION 1 MAINTENACE FA	LUST	ASSM	43	**285**	NW
				RTD DIVISION 1 - ALAMEDA	UST	95A	157		
1225		RIO VISTA AVE	LOS ANGELES	ANGELICA TEXTILE SERVICES	LUST	CLSD	43	**286**	E
1930		MATEO ST	LOS ANGELES	BUNCH & BUNCH SANDBLASTING	NFRAP		4	**287**	S
2555	E	OLYMPIC BLVD	LOS ANGELES	SEARS ROEBUCK & CO	LUST	NRA	44	**288**	SE
1400		LONG BEACH AVE	LOS ANGELES	ALCO PLATING CORP	CERCLA		CN	2	**289** SW
791	S	CENTRAL AVE	LOS ANGELES	76 PRODUCTS STATION #4010	LUST	CLSD	44	**290**	W
624	S	CENTRAL AVE	LOS ANGELES	LA MTA DIVISION 1	LUST	CLSD	44	**291**	NW
649	S	ANDERSON ST	LOS ANGELES	SAND BAGGER TIRE 2	SWIS		57	**292**	NE
1508	S	ALAMEDA ST	LOS ANGELES	RYDER TRUCK RENTAL #91	LUST		44	**293**	SW
560	S	ALAMEDA ST	LOS ANGELES	ZIMMERMAN DEVELOPMENT INC	NT	CLSD	60	**294**	NW
				ZIMMERMAN DEVELOPMENT INC	LUST	CLSD	44		
1960	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - LA PRINT WORKSITE	LUST	CLSD	45	**295**	S
				ACTA NORTH - LA PRINT WORKSITE	NT	CLSD	60		
2000	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - PARCEL NE-004-SFG	NT	CLSD	60	**296**	S
				ACTA NORTH - PARCEL NE-004-SFG	LUST	CLSD	45		

KNOWN ENVIRONMENTAL CONCERNS, WITHIN 3/4 - 1 MILE OF THE SUBJECT SITE

1740	E	15TH ST	LOS ANGELES (CIT	CALTRANS- ALAMEDA MAINTENANCE	SWIS		57	**297**	SW
2010	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - MACCARTHY CO.	LUST	CLSD	45	**298**	S
				ACTA NORTH - MACCARTHY CO.	NT	CLSD	60		
1275	S	BOYLE AVE	LOS ANGELES	WATER CHEMISTS INC.	LUST	CLSD	45	**299**	E
536		SEATON ST	LOS ANELES	ROLO TRANSPORTATION	LUST	CLSD	45	**300**	NW
1631	S	ALAMEDA ST	LOS ANGELES	ALAMEDA PETROLEUM TRUCK STOP	LUST	CLSD	46	**301**	SW
2018	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - TRIM CONNECTOR	NT	CLSD	60	**302**	S
				ACTA NORTH - TRIM CONNECTOR	LUST	CLSD	46		
1625	S	ALAMEDA ST	LOS ANGELES	ALAMEDA PETROLEUM TRUCK STOP	LUST	CLSD	46	**303**	SW
1250	E	5TH ST	LOS ANGELES	D & M POLISHING AND PLATING	IS		13	**304**	N
2026	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH- SMILE KNIT FACILIT	NT	CLSD	61	**305**	S
				ACTA	LUST	CLSD	47		

; *ADDRESS*			*CITY*	*LOCATION*	*SOU-RCE*	*STA-TUS*	*PA GE*	*MAP LOC*	*DIR*
				ACTA NORTH- SMILE KNIT FACILIT	LUST	CLSD	47		
1166	S	SOTO ST	LOS ANGELES	MOBIL #11-LID	LUST	CLSD	47	**306**	E
2650	E	OLYMPIC BLVD	LOS ANGELES	SEARS #1008/8128	LUST	CLSD	47	**307**	SE
500	S	ALAMEDA ST	LOS ANGELES	SUPERFINE TEXACO	LUST		47	**308**	NW
				ARCO	LUST	CLSD	48		
501	S	ANDERSON ST	LOS ANGELES	ECKDAHL WAREHOUSE CO	LUST	NRA	48	**309**	NE
2047	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - PERMANENT EXCLUSI	NT	CLSD	61	**310**	S
				ACTA NORTH - PERMANENT EXCLUSI	LUST	CLSD	48		
2050	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - SANTA FE LIQUOR	NT	CLSD	61	**311**	S
				ACTA NORTH - SANTA FE LIQUOR	LUST	CLSD	48		
2056	S	SANTA FE AVE, 2058	LOS ANGELES	ACTA NORTH - PARCEL NE-009-SFG	NT	CLSD	61	**312**	S
2056	S	SANTA FE AVE,& 2058	LOS ANGELES	ACTA NORTH - PARCEL NE-009-SFG	LUST	CLSD	48	**312**	S
2066	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - TRINITY SPORTS	NT	CLSD	61	**313**	S
				ACTA NORTH - TRINITY SPORTS	LUST	CLSD	48		
1600	S	COMPTON AVE	LOS ANGELES	RENTEX	SETS		11	**314**	SW
				DOMESTIC LINEN SUPPLY	LUST		49		
2112	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH- INDUSTRIAL MEDICA	NT	CLSD	61	**315**	S
				ACTA NORTH- INDUSTRIAL MEDICA	LUST	CLSD	49		
1410	S	SOTO ST	LOS ANGELES	SHELL SERVICE STATION	LUST	CLSD	49	**316**	SE
1372	E	15TH ST	LOS ANGELES	SIKA CHEMICAL CORP.	SETS		12	**317**	W
2426	E	WASHINGTON BLVD	LOS ANGELES	ACTA- PARCERLS NE-038/039,NE-1	NT	CLSD	62	**318**	S
				ACTA- PARCERLS NE-038/039,NE-1	LUST	CLSD	49		
1950	E	WASHINGTON BLVD	LOS ANGELES	Laidlaw/Washington Blvd. Close	SWIS	CLSD	57	**319**	SW
				LA CITY WASHINGTON BLVD	SWIS		58		
				LAIDLAW/WASHINGTON BLVD. CLOSE	SWIS		58		
573	S	BOYLE AVE	BOYLE HEIGHTS	HOLLENBECK HOME TRUST	LUST	CLSD	49	**320**	NE
1919	E	WASHINGTON BLVD	LOS ANGELES	LA CITY-WASHINGTON BLVD LANDFI	SW		66	**321**	SW
2435	E	WASHINGTON BLVD	LOS ANGELES	AMTRAK	SR		15	**322**	S
2455	E	WASHINGTON BLVD	LOS ANGELES	VACAN LOT/CTMC LLC	LUST		50	**323**	S
2740	E	OLYMPIC BLVD	LOS ANGELES	HANNAM CHAIN USA	IS		13	**324**	SE
2209	S	SANTA FE AVE	LOS ANGELES	PROTO TOOL CO., INC.	SETS		12	**325**	S
2214	S	SANTA FE AVE, 2226	LOS ANGELES	ACTA NORTH - PARCEL NE-019-SFG	NT	CLSD	62	**326**	S
2214	S	SANTA FE AVE,& 2226 S	LOS ANGELES	ACTA NORTH - PARCEL NE-019-SFG	LUST	CLSD	50	**326**	S
2214	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - PARCEL NE-017/018	LUST	CLSD	50	**326**	S
				ACTA NORTH - PARCEL NE-017/018	NT	CLSD	62		
				ACTA NORTH - PARCEL NE-017/018	NT	CLSD	62		
				ACTA NORTH - PARCEL NE-017/018	LUST	CLSD	50		
2469	E	WASHINGTON BLVD	LOS ANGELES	CENTRAL REPAIR YARD	LUST	CLSD	50	**327**	S
360	S	ALAMEDA ST	LOS ANGELES	PACE ENTERPRISES	LUST	NRA	51	**328**	NW
719	S	TOWNE AVE	LOS ANGELES	FORMER ACE PLATING	NT	ASSM	62	**329**	NW
				ACE PLATING CO., INC.	SR		16		
909	S	SOTO ST	LOS ANGELES	MOBIL #11-EKT	LUST	CLSD	51	**330**	E
2520	E	WASHINGTON BLVD	LOS ANGELES	ACTA NORTH - PRONTO MONEY	LUST	CLSD	53	**331**	S
2312	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - CJ FASHIONS	NT	CLSD	62	**332**	S
				ACTA NORTH - CJ FASHIONS	LUST	CLSD	53		
2320	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - PARCEL NE-022-SFG	NT	CLSD	62	**333**	S
				ACTA NORTH - PARCEL NE-022-SFG	LUST	CLSD	53		

ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
2328	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - PARCEL NE-024-SFG	NT	CLSD	63	**334**	S
				ACTA NORTH - PARCEL NE-024-SFG	LUST	CLSD	54		
1541	S	CENTRAL AVE	LOS ANGELES	SHELL	LUST	CLSD	54	**335**	W
2300	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - K & K APPAREL	LUST	CLSD	54	**336**	S
				ACTA NORTH - K & K APPAREL	NT	CLSD	63		
2540	E	WASHINGTON BLVD, EAST	LOS ANGELES	ACTA NORTH - PACEL NE - 040	LUST	CLSD	54	**337**	S
2540	E	WASHINGTON BLVD	LOS ANGELES	ALAMEDA CORRIDOR - L.A. RIVER	NT	2	63	**337**	S
2451	E	23RD ST	LOS ANGELES	IWP FACILITY - TRUCK SCALE ARE	LUST	CLSD	54	**338**	S
				IWP FACILITY	NT	1	63		
2451	E	23RD ST , EAST	LOS ANGELES	ACTA NORTH - PARCEL NE - 042	LUST	CLSD	54	**338**	S
2451	E	23RD ST	LOS ANGELES	IWP FACILITY - FORMER TRUCK SC	NT	CLSD	63	**338**	S
				ACTA NORTH - PARCEL NE - 042	NT	CLSD	63		
				IWP FACILITY - FORMER TRUCK SC	NT	9	64		
				IWP FACILITY - FORMER TRUCK SC	NT	9	64		
2460	E	23RD ST	LOS ANGELES	ACTA NORTH - PERMANENT EXCLUSI	LUST	CLSD	55	**339**	S
				ACTA NORTH - PERMANENT EXCLUSI	NT	CLSD	64		
2324	S	SANTA FE AVE	LOS ANGELES	ACTA NORTH - COPIES & PAPER	LUST	CLSD	55	**340**	S
				ACTA NORTH - COPIES & PAPER	NT	CLSD	64		
2417	E	23RD ST,& 2451	LOS ANGELES	INDUSTRIAL WIRE PRODUCTS CORP	NFRAP		4	**341**	S
610	S	ST LOUIS ST	LOS ANGELES	LINDA VISTA HOSPITAL	LUST	CLSD	55	**342**	NE
		LA MED DEPOT	LOS ANGELES	LA MED DEPOT	ME		26	**343**	SW
901	E	3RD ST	LOS ANGELES	ENTERPRISE SALES	CERCLA		CN 3	**344**	N
				ENTERPRISE SALES CO	IS		13		
2309	S	SANTA FE AVE	LOS ANGELES	FIRST NATIONWIDE BANK	HI		31	**345**	S
2620	E	WASHINGTON BLVD	LOS ANGELES	AGEN TRANSFER & RECYCLING CENT	SWIS	PLND	58	**346**	SE
2015		LONG BEACH AVE	LOS ANGELES	EQUILLON BULK FUEL DISTRIBUTIO	NT	1	64	**347**	SW
1700		PERRINO PL	LOS ANGELES	EKCO METALS	LUST	ASSM	55	**348**	SE
				EKCO METALS	CA		30		
				EKCO METALS	NT	1	64		
				EKCO METALS	NT	INACT	64		
				EKCO METALS	ME		26		
				EKCO METALS	LUST	CLSD	55		
340		CROCKER ST	LOS ANGELES	LOS ANGELES DIE CASTING	SR		16	**349**	NW

SITES WITH UNKNOWN OR NON-SPECIFIC LOCATION

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE
INDUSTRIAL ST	LOS ANGELES	PUREX CORP TURCO PRODS	CS-nfa	NFA	39
SANTA FE AVE	VERNON	YELLOW FREIGHT SYSTEM INC	HM		10

OPERATING PERMITS ONLY, WITHIN 1/4 MILE OF THE SUBJECT SITE

ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
2016		BAY ST	LOS ANGELES	CONSOLIDATED FIBERS MV TRANSPORTATION INC	HWIS HWIS		89 89	**1**	
1005		MATEO ST	LOS ANGELES	CONSOLIDATED FIBRES, INC 1X CONSILDATED FIBERS	UST HWIS	8798A	143 89	**2**	S
2026		BAY ST	LOS ANGELES	JM BUS BODY REPAIR JM BUS BODY REPAIR	HWIS RCRA	 S	89 67	**3**	E
2022		SACRAMENTO ST	LOS ANGELES	INTAGLIO CORP	HWIS		89	**4**	SE
2025		SACRAMENTO ST	LOS ANGELES	CONSOLIDATED FIBRES/SETTSU INC	UST	1998A	144	**5**	SE
1100		MATEO ST	LOS ANGELES	T A GREENE CO INC T A GREENE CO INC	HWIS RCRA	 S	89 67	**6**	S
2030		SACRAMENTO ST	LOS ANGELES	ATLANTIC CHEMICAL CORPORATION ATLANTIC CHEM CORP	HWIS RCRA	 S	90 67	**8**	SE
2036		SACRAMENTO ST	LOS ANGELES	MEDIA LITHOGRAPHICS INC MEDIA LITHOGRAPHICS INC	HWIS RCRA	 S	90 68	**9**	SE
915		MATEO ST, STE 302	LOS ANGELES	ELITES SCREEN PRINTING DBA R2	HWIS		90	**10**	N
2017	E	VIOLET ST	LOS ANGELES	WEST CENTRAL PRODUCE INC. WEST CENTRAL PRODUCE	UST HWIS	2014	144 90	**11**	N
1910		BAY ST	LOS ANGELES	RANCHO ROBLES PROPERTIES INC	HWIS		90	**12**	W
2045	E	VIOLET ST	LOS ANGELES	WEST CENTRAL PRODUCE INC WEST CENTRAL PRODUCE, INC WEST CENTRAL PRODUCE, INC	HWIS UST HWIS	 2014 	90 144 90	**13**	NE
2300	E	8TH ST	LOS ANGELES	CALIFORNIA DEPT OF TRANSPORTAT	HWIS		91	**14**	S
2314	E	8TH ST	LOS ANGELES	LOUDLABS	HWIS		91	**15**	S
1202		MATEO ST	LOS ANGELES	DEFUSION DBA HAN CHOLO CLOTHIN	HWIS		91	**16**	S
2334	E		LOS ANGELES	THE DOOR CONTROLS INC	HWIS		91	**17**	S
2339	E	8TH ST	LOS ANGELES	S D HERMAN CO	HWIS		91	**18**	S
2341	E	8TH ST	LOS ANGELES	GOLDEN FLOWERS	HWIS		91	**19**	S
1901		SACRAMENTO ST	LOS ANGELES	REZEX CORP RANCHO ROBLES PROP INC REZEX CORP	HWIS HWIS RCRA		91 92 68	**21**	W
935	S	WILSON ST	LOS ANGELES	SECOND SIGHT PICTURES EMPIRE GAS INC OF LOS ANGELES	HWIS AFS		92 85	**23**	NW
1005	S	SANTA FE AVE	LOS ANGELES	THEATRICAL CREATIONS INC THEATRICAL CREATIONS INC	HWIS RCRA	 S	92 68	**24**	E
807		MATEO ST	LOS ANGELES	CORSARO DAL	HWIS		92	**27**	N
2110		BAY ST	LOS ANGELES	HALBERT BROS	HWIS		93	**28**	E
1119	S	SANTA FE AVE	LOS ANGELES	JOAN B CORP	HWIS		93	**29**	E
826		MATEO ST	LOS ANGELES	DIESEL COACH SERVICES AMERICAN PRODUCE CO AMERICIAN PRODUCE AMERICAN PRODUCE CO MAMORU GEORGE SHIBUKAWA DIESEL COACH SERVICES DIESEL COACH AMERICAN PRODUCE COMPANY DIESEL COACH & TRUCK SERVICE	HWIS HWIS RCRA UST HWIS HWIS HWIS UST HWIS	 S 2013 2014 	93 93 68 144 93 93 93 144 93	**30**	N
2116		BAY ST	LOS ANGELES	HALBERT BROTHERS, INC.	UST	87&93	144	**31**	E
939	S	SANTA FE AVE	LOS ANGELES	K & K LIFT ALL	HWIS		94	**32**	NE
823		MATEO ST	LOS ANGELES	DW FINISHING	HWIS		94	**33**	N

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
935	S	SANTA FE AVE	LOS ANGELES	HALSTED & HOGGAN INC	HWIS		94	**34**	NE
821		MATEO ST	LOS ANGELES	STAN ACKERMAN	HWIS		94	**35**	N
				I.G. HING SERVICE CO.	UST	87&93	144		
				IG KING SERVICE CO	HWIS		94		
930	S	SANTA FE AVE	LOS ANGELES	7 BAY TRUCK STATION	UST	2014	144	**36**	NE
				7 BAY TRUCK STATION	HWIS		94		
				7 BAY TRUCK STOP	HWIS		94		
				LOUIE'S FLEET MAINTENANCE	UST	87&A9	145		
1220		MATEO ST	LOS ANGELES	BROWN, WILLIAM	HWIS		95	**37**	S
				GRAND PRIX AUTO BODY, INC.	HWIS		95		
1109	S	SANTA FE AVE	LOS ANGELES	ALBEE COLLECTION	RCRA	S	68	**38**	SE
2334	E	8TH ST	LOS ANGELES	DOOR CONTROLS INC.	HWIS		95	**39**	SE
2123		BAY ST	LOS ANGELES	ZULA PRODUCTION	RCRA	S	68	**40**	E
2125		BAY ST	LOS ANGELES	SHIRT TIME CO	HWIS		95	**41**	E
2116		SACRAMENTO ST	LOS ANGELES	HALBERT BROTHERS INC	HWIS		95	**42**	E
				HALBERT BROTHERS, INCORPORATED	UST	1998A	145		
1201	S	SANTA FE AVE, UNIT 1	LOS ANGELES	LA IMPRINTS	HWIS		95	**43**	SE
1201	S	SANTA FE AVE	LOS ANGELES	LOS ANGELES IMPRINTS	RCRA	S	68	**43**	SE
				LOS ANGELES IMPRINTS	HWIS		95		
				LOS ANGELES IMPRINTS	HWIS		96		
1127	S	SANTA FE AVE	LOS ANGELES	J AND J AUTO REPAIR	RCRA	S	69	**44**	SE
				J AND J AUTO REPAIR	HWIS		96		
2312		DAMON ST	LOS ANGELES	ALLEN PRIME MEATS	UST	2014	145	**46**	S
				SHIPLY/DE PUTE MEAT CO INC	UST	87&A9	145		
1218	S	SANTA FE AVE	LOS ANGELES	INK IT INC	HWIS		96	**47**	SE
				P M DESIGNS	RCRA	S	69		
1219	S	SANTA FE AVE	LOS ANGELES	A B IMPORT CORP	HWIS		96	**48**	SE
1800		BAY ST	LOS ANGELES	VALLEY FRUIT AND PRODUCE	HWIS		96	**49**	W
1811		SACRAMENTO ST	LOS ANGELES	UNITED MELON DISTRIBUTORS, INC	UST	8798A	145	**51**	W
725		MATEO ST	LOS ANGELES	DP TRADING INC	HWIS		96	**52**	N
2159		BAY ST	LOS ANGELES	HILL BROS. CHEMICAL CO.	UST	8798A	145	**53**	E
				HILL BROTHERS CHEMICAL CO	HWIS		96		
				HILL BROTHERS CHEMICAL COMPANY	HWIS		97		
				HILL BROTHERS CHEMICAL CO	SARA		83		
				HILL BROTHERS CHEMICAL CO	HWIS		97		
				ADVANCED ELECTRONICS PACKG	HWIS		96		
				HILL BROTHERS CHEMICAL COMPANY	SARA		82		
2222		DAMON ST	LOS ANGELES	CARLOS Y RAMON	HWIS		97	**56**	S
				CARLOS Y RAMON	RCRA		69		
				INTERSTATE BLDG MATERIALS	HWIS		97		
703		MATEO ST, 703-711,AND 7TH ST	LOS ANGELES	H & H LABOR SUPPLY INC	HWIS		97	**57**	N
703		MATEO ST	LOS ANGELES	H & H LABOR SUPPLY INC	HWIS		97	**57**	N
706		MATEO ST	LOS ANGELES	FLETES CARBURETOR SERVICE	HWIS		97	**58**	N
2150		SACRAMENTO ST	LOS ANGELES	GORDON BRUSH MFG CO INC	HWIS		98	**59**	E
710	S	SANTA FE AVE	LOS ANGELES	SAM'S BODY SHOP	HWIS		98	**60**	NE
2159		SACRAMENTO ST	LOS ANGELES	LA DYE & WASH WORKS	HWIS		98	**61**	E
				LOS ANGELES DYE & WASH WORKS	HWIS		98		
				N&G INDUSTRIAL PROPERTIES	HWIS		98		
2030	E	7TH ST	LOS ANGELES	MICHAEL J. KAMEN	HWIS		98	**62**	N
2424	E	8TH ST	LOS ANGELES	ARTISTICA METAL DESIGNS	HWIS		98	**63**	SE

ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
1926	E	7TH ST	LOS ANGELES	WANG FASHIONS	HWIS		98	**64**	N
1920	E	7TH ST	LOS ANGELES	J AND D STORE FIXTURES	HWIS		99	**65**	N
1919	E	7TH ST	LOS ANGELES	CUSTOM CONTAINER CORP.	HWIS		99	**66**	N
2433	E	8TH ST	LOS ANGELES	WOLFE CREATIONS OF CAL, INC	RCRA		69	**67**	SE
				WOLFE CREATIONS OF CAL, INC	HWIS		99		
1922	E	7TH ST	LOS ANGELES	BEST MAINTENANCE SUPPLY CO	PE		86	**68**	N
				BEST HILLYARD	PE		86		
				HILLYARD FLOOR CARE SUPPLY	PE		86		
2012	E	7TH ST	LOS ANGELES	NORM LANGER	HWIS		99	**70**	N
1934	E	7TH ST	LOS ANGELES	MARTYS PATIO	HWIS		99	**73**	N
2029	E	7TH ST	LOS ANGELES	FRICTION MATERIALS INC	HWIS		99	**74**	N
				FRICTION MATERIALS CO OF LA	UST	2014	146		
2040	E	7TH ST	LOS ANGELES	FRED KORT	UST	2014	146	**75**	N
727	S	WILSON ST	LOS ANGELES	LOS ANGELES USD METROPOLITAN H	RCRA	S	69	**76**	NW
				LOS ANGELES USD METROPOLITAN H	HWIS		100		
				METROPOLITAN HIGH SCHOOL	HWIS		100		
2000	E	8TH ST	LOS ANGELES	BERG ELECTRIC	HWIS		100	**78**	SW
				LOS ANGELES TIMES COMMUNICATIO	FIFRA		87		
				LOS ANGELES TIMES COMMUNICATIO	AFS		85		
				PROFESSIONAL COURIER INC DBA B	HWIS		100		
				FLINT GROUP	HWIS		100		
				LOS ANGELES TIMES COMMUNICATIO	RCRA	L	69		
				LOS ANGELES TIMES OLYMPICFACIL	UST	2014	146		
				ENCON TECHNOLOGIES INC	HWIS		100		
				PROFESSIONAL COURIER SOUTH INC	HWIS		100		
				LOS ANGELES TIMES	HWIS		101		
2450	E	8TH ST	LOS ANGELES	NATIONAL RESOURCES INC	RCRA	X	69	**80**	SE
				AMTRAK STATION	HWIS		101		
				NATIONAL RESOURCES INC	HWIS		101		
				NATIONAL RESOURCES, INC	HWIS		101		
715	S	WILSON ST	LOS ANGELES	LOS ANGELES UNIFIED SCHOOL DIS	HWIS		102	**81**	NW
1000		LAWRENCE ST	LOS ANGELES	DEFRANCO COMPANY	HWIS		102	**82**	W
1700		BAY ST	LOS ANGELES	TANIMURA DISTRIBUTING INC	HWIS		102	**83**	W
2470	E	8TH ST	LOS ANGELES	BURLINGTON NORTHERN SANTA FE	HWIS		102	**84**	E
2017	E	8TH ST	LOS ANGELES	THE KOREA TIMES LOS ANGELES IN	HWIS		102	**88**	W
2155	E	7TH ST	LOS ANGELES	SWEETHEART CUP CORP	HWIS		102	**89**	NE
1745	E	7TH ST	LOS ANGELES	SOUTH SANTA FE PARTNERS	HWIS		102	**91**	NW
695	S	SANTA FE AVE	LOS ANGELES	AMERICAN MOVING PARTS	HWIS		102	**92**	NE
				FRICTION MATERIALS CO.	HWIS		103		
676		MATEO ST	LOS ANGELES	ADECO, INC	UST	8798A	146	**93**	N
				ADECO	HWIS		103		
				MARKOWITZ, RON	HWIS		103		
				FEDERAL ARMORED EXPRESS INC	HWIS		103		
				ADECO	RCRA	X	70		
				DUNBAR ARMORED INC	HWIS		103		
				LA FEDERAL ARMORMED SERVICES I	HWIS		103		
				DUNBAR ARMORED	HWIS		104		
1495		MATEO ST	LOS ANGELES	AVALON PROPERTY SERVICES INC	HWIS		104	**94**	S
1150		LAWRENCE ST	LOS ANGELES	LOS ANGELES TIMES	UST	1998A	146	**96**	W
2117	E	7TH ST	LOS ANGELES	VICTOR CEPORIUS	HWIS		104	**97**	NE
675	S	SANTA FE AVE	LOS ANGELES	FRICTION MATERIALS COMPANY	UST	1998A	146	**100**	NE
1371	S	SANTA FE AVE	LOS ANGELES	YUN CHO PRINTING	RCRA	S	70	**101**	SE
1750	E	7TH ST	LOS ANGELES	MALKI SHEEL SERVICE	UST	1998A	147	**102**	NW

ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
673		MATEO ST	LOS ANGELES	ESSEX CORP	HWIS		104	**103**	N
				MOBIL OIL CORPORATION	HWIS		104		
				MISSION FURNITURE MFG CO.	HWIS		104		
				MISSION FURNITURE MFG CO.	RCRA		70		
				673 MATEO LLC	HWIS		104		
				ESSEX CORP	HWIS		104		
680	S	SANTA FE AVE	LOS ANGELES	TIERZERO	HWIS		105	**104**	NE
1855		INDUSTRIAL ST	LOS ANGELES	A-1 NOVELTY	UST	1998A	147	**108**	N

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ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
2324		HUNTER ST	LOS ANGELES	ALPHOMEGA	HWIS		105	**105**	SE
2121	E	7TH ST	LOS ANGELES	2121 E 7TH PLACE, LLC	HWIS		105	**106**	NE
1716	E	7TH ST	LOS ANGELES	GREYHOUND LINES INC	HWIS		105	**107**	NW
1855		INDUSTRIAL ST	LOS ANGELES	LINEAR CITY LLC	HWIS		105	**108**	N
				PLAY BY PLAY INC	HWIS		105		
2324		PORTER ST	LOS ANGELES	MILK DISTRIBUTION LLC	HWIS		105	**110**	S
1820		INDUSTRIAL ST	LOS ANGELES	LINEAR CITY LLC	HWIS		106	**111**	N
				FOR THE PEOPLE PRODUCTIONS	HWIS		106		
2350		PORTER ST	LOS ANGELES	1X OCEAN PRINTEX INC	HWIS		106	**113**	SE
2416		HUNTER ST	LOS ANGELES	A-1 BROOM AND SUPPLY COMPANY	HWIS		106	**115**	SE
1790		INDUSTRIAL ST	LOS ANGELES	MESA CONSULTENTS	HWIS		106	**116**	NW
1504		MATEO ST	LOS ANGELES	DISTRIBUTING STATION 5	UST	87	147	**117**	S
2323		PORTER ST	LOS ANGELES	F&F AUTO/TRUCK BODY SHOP INC	HWIS		106	**118**	S
				LIBERTY BODY SHOP	HWIS		107		
2222	E	OLYMPIC BLVD	LOS ANGELES	A E P INDUSTRIES	HWIS		107	**119**	S
				POUR LE BEBE	HWIS		107		
				A E P IND	RCRA		70		
				A E P INDUSTRIES	HWIS		107		
				POUR LE BEBE	AFS		85		
				POR LE BEBE INC (DBA) BABY GUE	HWIS		107		
				A E P INDUSTRIES	RCRA	S	70		
				LOS ANGELES SERVICE STATION	HWIS		107		
				POUR LE BEBE	RCRA	S	70		
2184	E	OLYMPIC BLVD	LOS ANGELES	PRKASIN COMPANY	HWIS		107	**120**	S
2476		HUNTER ST	LOS ANGELES	BROMLEY PRODUCTIONS LIMITED LI	HWIS		108	**121**	SE
				E L MANAGEMENT CO	HWIS		108		
2436		HUNTER ST	LOS ANGELES	A-1 BROWN & SUPPLY INC	HWIS		108	**122**	SE
647		MATEO ST	LOS ANGELES	CONWAY MATEO LLC	HWIS		108	**123**	N
1503	S	SANTA FE AVE	LOS ANGELES	TEAM SPORTS WEAR	RCRA	S	71	**124**	SE
652	S	IMPERIAL ST	LOS ANGELES	MISSION FURNITURE MFG CO#	HWIS		109	**126**	N
				MISSION FURNITURE MFG CO#	RCRA	S	71		
2307	E	OLYMPIC BLVD	LOS ANGELES	ISADORE IRVING CANTOR	HWIS		109	**127**	S
2486		HUNTER ST	LOS ANGELES	JOEL UNANGST	HWIS		109	**129**	SE
635		MATEO ST	LOS ANGELES	BARAN CO	HWIS		109	**130**	N
				DR ARTEMUS BRADFORD ROBOTICS P	HWIS		109		
2323	E	OLYMPIC BLVD	LOS ANGELES	VICTOR VALDEZ	HWIS		109	**131**	S
				PACIFIC LOFT PARTNERS LLC	HWIS		109		
1333	S	WILSON ST	LOS ANGELES	E G SMITH CONSTRUCTION PRD INC	RCRA	X	71	**135**	SW
				E G SMITH CONSTRUCTION PRD INC	HWIS		110		
780	S	ALAMEDA ST	LOS ANGELES	WESTERN WAREHOUSING - L.A.	UST	8798I	147	**137**	W
				ADOLF COORS CO.	HWIS		111		
		7TH ST, VIADUCT OVER LA RIVER	LOS ANGELES	CITY OF LOS ANGELES DEPT OF PU	HWIS		112	**140**	NE

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
1580		JESSE ST	LOS ANGELES	APEX WHOLESALE PRODUCE INC	UST	8798A	148	**141**	NE
				KATHERINE M JOHANSEN TRUST	HWIS		112		
2140	E	7TH ST	LOS ANGELES	7TH SPACE PARTNERS	HWIS		112	**142**	NE
				NORM SOLOMON & GARY OSHEROFF	UST	2014	148		
				NORM SOLOMON & GARY OSHEROFF	UST		148		
				7TH PLACE PARTNERS	HWIS		112		
748	S	ALAMEDA ST	LOS ANGELES	LOWE DEV	HWIS		112	**144**	W
800	S	ALAMEDA ST	LOS ANGELES	CHAFFEE WHOLESALE	UST	1998A	148	**145**	W
1804	E	8TH ST	LOS ANGELES	SUN TOME CORPORATION	HWIS		113	**146**	W
2160	E	7TH ST	LOS ANGELES	AMERICAN PRODUCE CO	SARA		83	**147**	NE
				AMERICAN PRODUCE CO	SARA		83		
				BSTCO CO	HWIS		113		
1333		WILSON ST	LOS ANGELES	ARROW RECYCLING SOLUTIONS INC	RCRA		72	**148**	SW
744	S	ALAMEDA ST	LOS ANGELES	MUTUAL LIQUID GAS/EQUIPMENT CO	UST	1998A	148	**149**	W
742	S	ALAMEDA ST	LOS ANGELES	STATE WIDE SALES CO. INC.	UST	87&A9	149	**150**	W
				STATE WIDE SALES COMPANY,INC	UST	2014	149		
2441		PORTER ST	LOS ANGELES	COMMERCIAL OIL	UST	8798A	149	**151**	SE
806	S	ALAMEDA ST	COMPTON	PACIFIC BELL	HWIS		113	**152**	W
800		MC GARRY ST, 2ND FLOOR	LOS ANGELES	Y & R FASHION INC	HWIS		114	**155**	W
800		MC GARRY ST	LOS ANGELES	MAP WAREHOUSE INC	UST	9598I	150	**155**	W
				CHAFFE WAREHOUSE	HWIS		114		
821	S	ALAMEDA ST	LOS ANGELES	CHAFFEE WAREHOUSE	HWIS		114	**156**	W
				CHAFFEE WHSE.	UST	87	150		
1540	S	SANTA FE AVE	LOS ANGELES	OIL DYNAMICS	HWIS		115	**158**	SE
				WALTER SEYMOUR & ERNEST COKER	HWIS		115		
		11TH & LEMON ST	LOS ANGELES	UNION PACIFIC RAILROAD	HWIS		115	**159**	S
786	S	MISSION RD	LOS ANGELES	LA CITY - SOUTH CENTRAL SANITA	HWIS		115	**160**	E
				CONSOLIDATED FACILITIES	UST	2014	150		
				BUREAU OF SANITATION	UST	19&A9	150		
785	S	MISSION RD	LOS ANGELES	EVERGREEN AES	HWIS		116	**161**	E
2340	E	OLYMPIC BLVD	LOS ANGELES	MACK TRUCKS INC.	HWIS		116	**162**	S
				MACK TRUCKS, INC.	UST	8798I	150		
				UNIVERSAL MACK SALES & SVC	HWIS		116		
				MACK TRUCKS INC	RCRA	S	73		
777	S	MISSION RD	LOS ANGELES	BRYCE HELLMAN FAMILY PARTNERSH	HWIS		116	**163**	E
				SUNNY SALLY INC	HWIS		116		
				LOS ANGELES SALAD CO	HWIS		116		
				LOS ANGELES SALAD CO	HWIS		116		
				J HELLMAN PRODUCE INCORPORATED	UST	1998A	150		
1600	S	SANTA FE AVE	LOS ANGELES	MOLIEF ENTERPRISES	UST	1998A	150	**164**	S
				MOHLIS REALTY	HWIS		117		
				1 X L. A. WRECKING	HWIS		117		
658		MESQUIT ST	VAN NUYS	CHEFS CHOICE EGG COMPANY, INC.	HWIS		117	**165**	NE
728	S	ALAMEDA ST	LOS ANGELES	ATC PROPERTIES LLC	HWIS		117	**166**	W
2150	E	10TH ST	LOS ANGELES	SPIRIT ACTIVEWEAR INC	RCRA	X	73	**167**	S
				SPIRIT ACTIVEWEAR	HWIS		117		
1321		WHOLESALE ST	LOS ANGELES	LOS ANGELES TIMES/WHOLESALE ST	HWIS		117	**168**	NW
				LOS ANGELES TIMES	RCRA	X	74		
614		MATEO ST	LOS ANGELES	INTERNATIONAL FAMILY INC	HWIS		117	**169**	N
722	S	ALAMEDA ST	LOS ANGELES	BANK OF AMERICA NA	HWIS		117	**170**	NW
720	S	ALAMEDA ST	LOS ANGELES	AMS EXOTIC	HWIS		118	**171**	NW

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PAGE	MAP LOC	DIR
1618	S	SANTA FE AVE	LOS ANGELES	EXCLUSIVELY NATURAL COMPANY	HWIS		118	**172**	S
840	S	ALAMEDA ST	LOS ANGELES	CLEVELAND WRECKING CO	HWIS		118	**173**	W
2363	E	OLYMPIC BLVD	LOS ANGELES	NATIONAL AUTOMOTIVE CENTER	HWIS		118	**174**	S
1910	E	OLYMPIC BLVD	LOS ANGELES	MILES INTERNATIONAL METAL CO L	HWIS		118	**176**	SW
				LOS ANGELES SCRAP IRON & METAL	HWIS		118		
1601	S	SANTA FE AVE	LOS ANGELES	FIRE STATION 17	UST	87&A9	151	**178**	S
				LOS ANGELES FIRE STATION 17	UST	2014	151		
				CITY OF L A GENERAL SERVICES	HWIS		120		
				LOS ANGELES FIRE STA 17	RCRA		74		
				FIRE STATION #17	HWIS		120		
				CITY OF LA GENERAL SERVICES	HWIS		120		
1549		INDUSTRIAL ST	LOS ANGELES	ALL NU ICE CO INC	HWIS		121	**183**	NW
				ALL NU ICE CO INC	RCRA	X	74		
937	S	ALAMEDA ST	LOS ANGELES	T-A FINISHING INC	HWIS		121	**184**	SW
				MING HSEUH CHEN	UST	2014	152		
				JAMES CHOU	HWIS		121		
				MING HSEUH CHEN	UST		152		
				MING HSUH CHEN	HWIS		121		
955	S	ALAMEDA ST	LOS ANGELES	ZIMMERMAN, STEPHEN	HWIS		121	**185**	SW
				ZIMMERMAN DEVELOPMENT INC.	UST	1998I	152		
901	S	ALAMEDA ST	LOS ANGELES	CHEVRON USA	HWIS		123	**188**	SW
				EDEN MARKETING CORPORATION	FIFRA		87		
				96923	UST	87&A9	153		
747		WAREHOUSE ST, F1 5	LOS ANGELES	ECI PRINTING	HWIS		123	**189**	W
747		WAREHOUSE ST	LOS ANGELES	E C I PRINTING	RCRA	S	75	**189**	W
				AMERICAN APPAREL	HWIS		123		
1381	E	6TH ST	LOS ANGELES	L N COLOR	HWIS		124	**190**	N
				L N COLOR	RCRA	S	75		
				L & N COLOR LAB	HWIS		124		
				LN COLOR	HWIS		124		
680	S	MYERS ST	LOS ANGELES	QUINN HEALTH PANTRY	HWIS		124	**191**	NE
1448	E	6TH ST	LOS ANGELES	VOLKSWORKS	RCRA	S	75	**192**	N
				VOLKSWORKS	HWIS		124		
1525		INDUSTRIAL ST	LOS ANGELES	UNION CENTRAL COLD STORAGE INC	HWIS		124	**193**	NW
				UNION CENTRAL COLD STORAGE INC	RCRA	S	75		
		10TH ST & LAWRENCE ST,SW CORNE	LOS ANGELES	YRC USF REDDAWAY	HWIS		124	**194**	SW
1350		ELWOOD ST	LOS ANGELES	U S BRASS	RCRA	S	76	**195**	SW
				U S BRASS	HWIS		124		
				U.S. BRASS DIV. HOUSEHOLD MFG	HWIS		125		
1367	E	7TH ST	LOS ANGELES	BUTLER WASH RACK	RCRA		76	**197**	NW
				BUTLER WASH RACK	HWIS		125		
2524		PORTER ST	LOS ANGELES	HONOLULU FREIGHT SERVICE	HWIS		125	**198**	SE
1701	S	SANTA FE AVE	LOS ANGELES	SUPERB PARTNERS	HWIS		126	**199**	S
2170	E	11TH ST	LOS ANGELES	LIPKIN REALTY	HWIS		126	**200**	S
1807	E	OLYMPIC BLVD	LOS ANGELES	OVERLAND TERMINAL LLC	HWIS		126	**201**	SW
1366	E	6TH ST	LOS ANGELES	BASF WYANDOTTE METROPOL DIST	RCRA	X	76	**203**	N
				BASF WYANDOTTE CORP/METRO	HWIS		127		
1415	E	6TH ST	LOS ANGELES	STOVER SEED COMPANY	UST	8798I	153	**204**	N
				STOVER SEED COMPANY	HWIS		127		
1427	E	6TH ST	LOS ANGELES	WILSTAC, INC DBA AD ART CO	HWIS		127	**205**	N
				AD ART CO	RCRA	S	76		
1340	E	6TH ST	LOS ANGELES	METROPOLITAN DISTRIBUTION CO	HWIS		127	**207**	N
				METROPOLITAN DISTRIBUTION CENT	HWIS		127		
				METROPOLITAN DISTRIBUTION CTR	UST	8798I	153		
				METRO BUSINESS ARCHIVES	HWIS		127		

ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
				METRO BUSINESS ARCHIVES	HWIS		127		
				JUSTICE PRODUCTIONS	HWIS		128		
				METROPOLITAN DISTRIBUTION CTRS	RCRA		77		
1375	E	6TH ST,STE 7	LOS ANGELES	LOS ANGELES GUN CLUB	HWIS		128	**209**	N
1362		LAWRENCE ST	LOS ANGELES	KONET CO INC	HWIS		128	**210**	SW
1333	E	6TH ST	LOS ANGELES	ENIVRONMENTAL TRANSLOADING SER	HWIS		128	**211**	N
				WILLIAM EDGARDO LOPEZ	HWIS		128		
				ENVIRONMENTAL TRANSLOADING SER	HWIS		128		
1330	E	6TH ST	LOS ANGELES	ALBERTS ORGANICS	HWIS		129	**212**	N
1438	E	6TH ST	LOS ANGELES	THOMAS LIN PROPERTY	HWIS		129	**213**	N
1309	E	6TH ST	LOS ANGELES	6TH STREET LOFTS LLC	HWIS		129	**214**	N
1740	E	OLYMPIC BLVD	LOS ANGELES	MOBILE REFIGERATION SERVICE	HWIS		129	**215**	SW
				MOBILE REFRIGERATION SERVICE	UST	1998I	153		
1359		CHANNING ST	LOS ANGELES	BLUE DIAMOND APPARELL	HWIS		129	**216**	SW
				COAST LIGHTING	HWIS		129		
				BABA ENTERPRISES	HWIS		129		
				COAST LIGHTING	RCRA	S	77		
1301	E	6TH ST	LOS ANGELES	AMERICAN PRESIDENT LINES LTD	RCRA	X	77	**218**	N
				ALBE MARLE CORPORATION	HWIS		130		
				AMERICAN PRESIDENT LINES LTD	HWIS		130		
668	S	ALAMEDA ST	LOS ANGELES	SHOWA MARINE & COLD STORAGE	HWIS		130	**219**	NW
				SHOWA MARINE AND COLD STORAGE	HWIS		130		
1313	E	6TH ST, ST	LOS ANGELES	NADELL AND CO INC	RCRA	T	77	**220**	NW
1313	E	6TH ST	LOS ANGELES	NADELL & CO INC	HWIS		130	**220**	NW
				EAGLE USA	HWIS		130		
				TRANSLOADING SERVICES CO	HWIS		131		
				BAYER CORP	HWIS		131		
		RTE 10 & 10/60 SEPERATION	LOS ANGELES	MURPHY INDUSTRIAL COATINGS INC	HWIS		131	**221**	E
1266	E	6TH ST	LOS ANGELES	PROGRESSIVE PRODUCE CORP	HWIS		131	**222**	N
600	S	SANTA FE AVE	LOS ANGELES	LUMARYS TIRE SERVICE	HWIS		131	**223**	N
				LUMARYS TIRE SERVICE, INC	UST	1998A	154		
1291	E	6TH ST	LOS ANGELES	BOO-TO ENTERPRISES INC	HWIS		131	**225**	NW
654	S	MYERS ST	LOS ANGELES	STERICYCLE INC	HWIS		131	**226**	NE
				ENVIRONMENTAL TRANSLOADING SVC	RCRA		77		
843	S	NAOMI AVE	LOS ANGELES	LOS ANGELES CITY/COMMUNITY DEV	HWIS		132	**227**	W
				OLYMPIC PLATING AND POLIS	HWIS		132		
				OLYMPIC PLATING AND POLIS	RCRA	S	78		
919		MC GARRY ST	LOS ANGELES	J&J DIESEL	HWIS		132	**228**	SW
				J&J DIESEL	RCRA	S	78		
1330		CHANNING ST	LOS ANGELES	KRUSI METALS MANUFACTURING CO.	HWIS		139	**257**	SW
1700	S	SANTA FE AVE	LOS ANGELES	SUNLAND TIRE CO INC	HWIS		142	**270**	S

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ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
1266	E	6TH ST	LOS ANGELES	PROGRESSIVE PRODUCE CORPORATIO	HWIS		131	**222**	NW
				PROGRESSIVE PRODUCE COMPANY	UST	8798I	154		
581		MATEO ST	LOS ANGELES	ACME DIE CUTTING SERVICE	HWIS		132	**231**	N
				ACME DIE CUTTING SERVICE	RCRA	S	78		
2474	E	OLYMPIC BLVD	LOS ANGELES	LA STRUCTURAL YARD ZONE #1	RCRA	S	78	**232**	SE
				LA STRUCTURAL YARD ZONE #1	HWIS		132		
761		TERMINAL ST	LOS ANGELES	S. E. RYKOFF & CO.	HWIS		133	**234**	W
				LOOFAH PRODUCTIONS LLC	HWIS		133		
				S E RYKOFF CO	HWIS		133		
				SE RYKOFF	RCRA	S	78		
				S E RYKOFF CO	PE		86		

; ADDRESS			CITY	LOCATION	SOU-RCE	STA-TUS	PA GE	MAP LOC	DIR
				SE RYKOFF & CO	HWIS		133		
				S.E. RYKOFF	HWIS		133		
				S E RYKOFF CO	HWIS		133		
				S E RYKOFF & COMPANY	UST	8798A	154		
				ALAMEDA PRODUCE MARKET	HWIS		133		
				S E RYKOFF CO	RCRA	S	79		
				S.E.RYKOFF & CO OF LOS ANGELES	HWIS		134		
				ALAMEDA PRODUCE MARKET LLC	HWIS		134		
1420		ELWOOD ST	LOS ANGELES	ELEVATOR RESEARCH AND MANUFACT	HWIS		134	**235**	SW
1275	E	6TH ST	LOS ANGELES	AESTHETIC FRAME DESIGN	RCRA	S	79	**236**	NW
				AESTHETIC FRAME DESIGN	HWIS		134		
1411	S	WILSON ST	LOS ANGELES	OLIVER & WILLIAMS ELEVATORS	HWIS		135	**238**	S
				OLIVER & WILLIAMS ELEVATORS	HWIS		135		
				OLIVER & WILLIAMS ELEVATORS	HWIS		135		
2303	E	11TH ST	LOS ANGELES	UNIVERSAL DYEING & PRINTING, I	HWIS		136	**239**	S
				UNIVERSAL DYEING AND PRINTING	RCRA	E	79		
584		MATEO ST	LOS ANGELES	L A IMAGES	RCRA	S	79	**240**	N
942		LONG BEACH AVE, 942-944	LOS ANGELES	MILLS-MILLER-MILLS	HWIS		136	**242**	W
1401		ELWOOD ST	LOS ANGELES	NICKABOODS, INCORPORATED	UST	1998I	154	**243**	SW
				ABOOD, NICK	HWIS		136		
582		MATEO ST	LOS ANGELES	COMPLETE PARTS CLEANER SERVICE	HWIS		136	**244**	N
				COMPLETE PARTS CLEANER SERVICE	HWIS		136		
				ELIE ENVIRONMENTAL SERVICES IN	HWIS		136		
633	S	MISSION RD	LOS ANGELES	SAFFOLA QUALITY FOODS	HWIS		136	**245**	NE
				VENTURA FORRS	UST	2014	154		
				VENTURA FORRS	UST		154		
				WILSEY FOODS INC	HWIS		137		
				SAFFOLA QUALITY FOODS INC	RCRA	S	79		
1395		CHANNING ST	LOS ANGELES	BABA ENTERPRISES	HWIS		137	**246**	SW
737		TERMINAL ST	LOS ANGELES	L.A. NUT HOUSE	AFS		86	**247**	W
				UNITED SIGNATURE FOODS	RCRA	S	80		
				UNITED SIGNATURE FOODS	FIFRA		87		
				S E RYKOFF & CO	HWIS		137		
				UNITED SIGNATURE FOODS	SARA		83		
938		LONG BEACH AVE	LOS ANGELES	J.J.TRUCK REPAIR	HWIS		138	**250**	W
944		LONG BEACH AVE	LOS ANGELES	INK MAKERS INC	RCRA		80	**251**	W
				INK MAKERS INC	HWIS		138		
1418		ELWOOD ST	LOS ANGELES	OLIVER WILSON ST	HWIS		138	**252**	SW
				LIVER WILSON ST	RCRA		80		
2266	E	7TH ST	LOS ANGELES	7TH STREET SHOP FLEET SERVICES	UST	87&93	155	**253**	E
1330		WILLOW ST	LOS ANGELES	LINSOL CORP	HWIS		138	**255**	N
580		MATEO ST	LOS ANGELES	CLIFF WALLS MACHINERY	HWIS		139	**256**	N
1330		CHANNING ST	LOS ANGELES	KRUSE METALS	HWIS		139	**257**	SW
1323		WILLOW ST	LOS ANGELES	JOEL & ARONOFF WEST INC	RCRA	S	81	**259**	N
				JOEL & ARONOFF WEST INC	HWIS		139		
1335		WILLOW ST	LOS ANGELES	JOHN MORRELL & CO	SARA		83	**260**	N
				JOHN MORRELL & COMPANY	HWIS		139		
				JOHN MORRELL & CO	SARA		83		
				MORRELL AND COMPANY	HWIS		139		
				JOHN MORRELL & CO.	UST	1998I	155		
				JOHN MORRELL & COMPANY	HWIS		139		
585	S	SANTA FE AVE	LOS ANGELES	SPILO, CHARLES G	HWIS		139	**261**	N
				CHARLES G. SPILO	UST	8798I	155		
1926	E	14TH ST	LOS ANGELES	MERRILL YOUNG	AFS		86	**262**	SW
				MERRILL YOUNG	HWIS		140		
				MERRILL YOUNG	RCRA	S	81		
				KELLOW BROWN CO.	HWIS		140		
1421		LAWRENCE ST	LOS ANGELES	CENTURY SCREEN PRINTING	HWIS		140	**263**	SW

ADDRESS			CITY	LOCATION	SOURCE	STATUS	PAGE	MAP LOC	DIR
				PJS SCREEN PRINTING	RCRA	S	81		
2155	E	14TH ST	LOS ANGELES	COAST PRODUCE	UST	2014	155	**264**	S
				COAST PRODUCE	UST	2010	155		
				COLTON, HENRY	HWIS		140		
				JM HARMON CONSTRUCTION CO	HWIS		140		
2163	E	14TH ST	LOS ANGELES	A-1 EXPRESS DELIVERY SERVICE	HWIS		140	**265**	S
				COAST PRODUCE	RCRA	X	81		
				COAST PRODUCE COMPANY	UST	2014	156		
				COAST PRODUCE	HWIS		140		
				COAST PRODUCE	HWIS		141		
				A1 EXPRESS DELIVERY SERVICE IN	HWIS		141		
2251	E	11TH ST	LOS ANGELES	LA PUMPING PLANT #10	HWIS		141	**266**	S
				LA PUMPING PLANT #10	RCRA	S	81		
2170	E	14TH ST	LOS ANGELES	ATLAS LUMBER COMPANY, INC	UST	8798I	156	**268**	S
651	S	RIO ST	LOS ANGELES	G.M. PROCTOR & SONS INC	HWIS		141	**269**	NE
1700	S	SANTA FE AVE	LOS ANGELES	SUNLAND TIRE CO INC	HWIS		141	**270**	S
				1700 SANTA FE LTD	HWIS		141		
1751	S	SANTA FE AVE	LOS ANGELES	DELTA CME	HWIS		142	**274**	S
				DELTA CME	RCRA	S	82		
				EXPRESS CO	HWIS		142		
				DELTA LINES	UST	8798I	156		
927	S	NAOMI AVE	LOS ANGELES	PAT & SONS POULTRY INC	UST	8798I	156	**275**	W
1400	S	ALAMEDA ST	LOS ANGELES	DOWNTOWN FUEL STOP	UST	2014	156	**276**	SW
2300	E	11TH ST	LOS ANGELES	CTD MACHINES INC	HWIS		142	**277**	S
				CTD MACHINES INC	HWIS		143		
1920	S	IMPERIAL ST	LOS ANGELES	SOS METALS INC	RCRA	S	82	**278**	S
2310	E	7TH ST	LOS ANGELES	CONSOLIDATED FACILITES	UST	2013	157	**279**	E
				CONSOLIDATED FACILITES	UST	87&93	157		
				7TH STREET CONSOLIDATED FACILI	RCRA	L	82		

SITES WITH UNKNOWN OR NON-SPECIFIC LOCATION

ADDRESS	CITY	LOCATION	SOURCE	STATUS	PAGE
IMPERIAL HWY, E OF BLOOM-	LOS ANGELES	UNOCAL SO CAL. DIV. PIPE LINE	HWIS		143

REFERENCED SOURCES

Date: 06-18-2015
Job: EEMA8998-C

NPL	NATIONAL PRIORITY LIST				
CERCLA	CERCLIS				
NFRAP	NFRAP				
FedFac	FEDERAL FACILITIES				
ERNS	EMERGENCY RESPONSE NOTIFICATION SYSTEM				
HM	HAZARDOUS MATERIAL INCIDENT REPORT SYSTEM				
TB	TARGETED BROWNFIELDS ASSESSMENTS				
SETS	SITE ENFORCEMENT TRACKING SYSTEM				
CDETS	ENFORCEMENT DOCKET (DOCKET/CDETS)				
CD	C-DOCKET				
IS	INTEGRATED COMPLIANCE INFORMATION SYSTEM				
RV	CORRACTS				
TSD	RCRA - TSD FACILITIES				
	I Incinerator	D	Land Disposal	T	Storage/Treatment
LB	CLANDESTINE DRUG LABORATORIES				
II	INDIAN LUST/VCP/UST				
FL	FEDERAL LEAD				
SR	STATE RESPONSE				
VC	VOLUNTARY CLEANUP PROGRAM				
FE	PROPERTIES NEEDING FURTHER EVALUATION				
ME	MILITARY EVALUATION SITES				
EP	EXPEDITED REMEDIAL ACTION				
BZ	BORDER ZONE				
SC	SCHOOL PROPERTY EVALUATION PROGRAM				
LU	SMBRPD LAND USE RESTRICTIONS				
DR	HWMP DEED/LAND USE RESTRICTIONS				
CA	CORRECTIVE ACTION				
HI	HISTORICAL SITES				
CS-nfa	CALSITES - NO FURTHER ACTION				
CS	CORTESE				
LUST	LEAKING UNDERGROUND STORAGE TANKS				
	0 No action	3B	Prel site assmnt underway	7	Remedial action underway
	1 Leak being confirmed	5C	Pollution characterization	8	Post remedial action monitoring
	3A Site workplan submitted	5R	Remediation plan	9	Case closed
SWIS	SOLID WASTE INFORMATION SYSTEM				
WIP	WELL INVESTIGATION PROGRAM				
WQ	DRINKING WATER PROGRAM				
NT	TOXIC RELEASES				
LD	LAND DISPOSAL SITES Land Disposal Sites				
TP	TOXIC PITS				
SW	SOLID WASTE ASSESSMENT TEST				
RCRA	RCRA GENERATORS				
	L Large Generator	T	Transporter	S	Small Generator
SARA	SARA TITLE III,SECTION 313 (TRIS)				
Nucl	NUCLEAR REGULATORY COMMISSION LICENSEES				
PCB	PCB WASTE HANDLERS DATABASE PCB Waste Handlers Database PCB Waste Handlers Database 03/08				
PCS	PERMIT COMPLIANCE SYSTEM (PCS)				
AFS	AIRS FACILITY SYSTEM (AFS)				
PE	SECTION SEVEN TRACKING SYSTEM				
FIFRA	FIFRA/TSCA TRACKING SYSTEM				
FIFS	FEDERAL FACILITIES INFORMATION SYSTEM (FFIS)				
CICIS	CHEMICALS IN COMMERCE INFORMATION SYSTEM				
FN	FINDS EPA FACILITY INDEX SYSTEM				
HWIS	HAZARDOUS WASTE INFORMATION SYSTEM				
UST	UNDERGROUND STORAGE TANKS				

INTRODUCTION

BBL has used its best effort but makes no claims as to the completeness or accuracy of the referenced government sources or the completeness of the search. Our records are frequently updated but only as current as their publishing date and may not represent the entire field of known or potential hazardous waste or contaminated sites. To ensure complete coverage of the subject property and surrounding area, sites may be included in the list if there is any doubt as to the location because of discrepancies in map location, zip code, address, or other information in our sources. For additional information call 858 793-0641.

In accordance with ASTM E-1527-13, the following government sources have been searched for sites at the street address, within the distances of the subject location as listed below.

FEDERAL SOURCES

NPL National Priority List

EPA has prioritized sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response Conservation and Liability Act (CERCLA).

No listings within 1 mile radius of the subject site.

CERCLIS Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS is a database used by the EPA to track activities conducted under the Comprehensive Environmental Response and Liability Act CERCLA (1980) and the amendment the Superfund Amendments and Reauthorization Act SARA (1986).

Sites to be included are identified primarily by the reporting requirements of hazardous substances Treatment, Storage and Disposal (TSD) facilities and releases larger than specific Reportable Quantities (RQ), established by EPA.

Using the National Oil and hazardous Substance Pollution Contingency Plan (National Contingency Plan) the EPA set priorities for cleanup.

The EPA rates National Contingency Plan sites according to a quantitative Hazard Ranking System (HRS) based on the potential health risk via any one or more pathways: groundwater, surface water, air, direct contact, and fire/explosion.

The EPA and state agencies seek to identify potentially responsible parties (PRP) and ultimately Responsible Parties (RP) who can be required to finance cleanup activities, either directly or through reimbursement of federal Superfund expenditures.

Any Institutional/Engineering controls issued under CERCLA are described in the status detail for each site. Sites delisted from the NPL list are included here.

This list has been researched within 1 mile radius of the subject site.

Site: WESTERN LEAD PRODUCTS COMPANY
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject

Status: CN - Combined PA/SI Review Start Needed

EPA ID#: CA0001368091

Discovery of this Hazardous Waste site was brought to EPA's attention on 02/15/96. Another party is managing cleanup work at a non-NPL site on 04/28/97. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 06/11/98.

Other Cleanup Activity: State-Lead Cleanup as of 5/1/2007
8/06: CA DTSC I&SED AND CONSENT ORDER;"
0:00:00.

Site: EASTERN SMELTING AND REFINING
Address: 2200 E 11TH ST,2200-2201
City: LOS ANGELES
Map Loc: 230 - about .5 mile S of the subject
Status: CN - Combined PA/SI Review Start Needed

EPA ID#: CA0001368067

Discovery of this Hazardous Waste site was brought to EPA's attention on 02/15/96. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 06/30/98.
8/06: OCA CA DTSC Lead - VCP 8/06: OCA CA DTSC Lead - VCP"

Other Cleanup Activity: State-Lead Cleanup as of 8/9/2006 0:00:00.

Site: NATIONAL AEROSOL PRODS CO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: CN - Combined PA/SI Review Start Needed

EPA ID#: CAD008252355

Discovery of this Hazardous Waste site was brought to EPA's attention. Surveys were conducted before EPA Superfund involvement. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard.

SI Start Needed as of 8/8/2006 0:00:00.

Site: MOUREN-LAURENS OIL
Address: 641 S COMPTON AVE
City: LOS ANGELES
Map Loc: 284 - about .6 mile SW of the subject
Status: SA - Superfund Alternative Site

EPA ID#: CASFN0905407

Removal Only Site (No Site Assessment Work Needed) as of 11/20/2000 0:00:00.

Site: ALCO PLATING CORP
Address: 1400 LONG BEACH AVE
City: LOS ANGELES
Map Loc: 289 - about .6 mile SW of the subject
Status: CN - Combined PA/SI Review Start Needed

EPA ID#: CAD008292435

Discovery of this Hazardous Waste site was brought to EPA's attention on 11/20/92.

"13064433 DELETED 2001 PA START. mm"

Other Cleanup Activity: State-Lead Cleanup as of 9/10/2013 0:00:00.

Site: ENTERPRISE SALES
Address: 901 E 3RD ST
City: LOS ANGELES
Map Loc: 344 - about 1. mile N of the subject
Status: CN - Combined PA/SI Review Start Needed

EPA ID#: CAN000905934

EPA issued notice letters to potentially responsible parties informing them of their potential liability under CERCLA and inviting them to discuss involvement at the site. An Administrative Order was issued by the EPA unilaterally (under section 106 of SARA). The point at which all parties have responded to a notice of intent to comply with an enforcement action was achieved. Oversight was provided of Potentially Responsible Party (PRP) response action for removals, including all activities for monitoring and supervising the performance of PRPs to determine whether such performance is consistent with the requirements of the administrative orders on consent, unilateral administrative orders, consent decrees, judicial decrees, information agreements, and compliance schedules.
CONTAMINENTS:
 - potentially responsible party removal
Dirt - potentially responsible party removal
Dirt - potentially responsible party removal
asbestos - removal

Two-story building. Manufacturer of janitorial supplies. Two-story building. Manufacturer of janitorial supplies."

Removal Only Site (No Site Assessment Work Needed) as of 9/16/2002 0:00:00.

NFRAP No Further Remedial Action Planned sites (CERCLIS)

As of February 1995, CERCLIS sites designated 'No Further Remedial Action Planned' NFRAP have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the site being placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

EPA has removed these NFRAP sites from CERCLIS to lift unintended barriers to the redevelopment of these properties. This policy change is part of EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens promote economic redevelopment of unproductive urban sites.

This list has been researched within 1 mile radius of the subject site.

Site: BAILEY AND SCHMITZ CO
Address: 2101 E 7TH ST
City: LOS ANGELES
Map Loc: 86 - about .2 mile NE of the subject
Status:

EPA ID#: CAD982359689

Discovery of this Hazardous Waste site was brought to EPA's attention on 11/01/87. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 08/24/89.

NFRAP as of 8/24/1989 0:00:00.

Site: EXLEY EXPRESS
Address: 634 MATEO ST
City: LOS ANGELES
Map Loc: 132 - about .3 mile N of the subject
Status:

EPA ID#: CAD981161078

Discovery of this Hazardous Waste site was brought to EPA's attention on 11/01/85. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 01/18/89. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 02/01/86.

NFRAP as of 1/18/1989 0:00:00.

Site: SOUTHERN CALIFORNIA GAS CO - O
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

EPA ID#: CAD981422017

Discovery of this Hazardous Waste site was brought to EPA's attention on 06/01/81. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 02/22/89. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 09/01/84.

NFRAP as of 2/22/1989 0:00:00.

Site: PUREX CORP TURCO PRODS
Address: INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 181 - about .4 mile NW of the subject
Status:

EPA ID#: CAD980636146

Discovery of this Hazardous Waste site was brought to EPA's attention on 06/01/81. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 12/01/86.

NFRAP as of 12/1/1986 0:00:00.

Site: BUNCH & BUNCH SANDBLASTING
Address: 1930 MATEO ST
City: LOS ANGELES
Map Loc: 287 - about .6 mile S of the subject
Status:

EPA ID#: CAD981170004

Discovery of this Hazardous Waste site was brought to EPA's attention on 01/01/86. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 05/01/86.

NFRAP as of 5/1/1986 0:00:00.

Site: INDUSTRIAL WIRE PRODUCTS CORP
Address: 2417 E 23RD ST,& 2451
City: LOS ANGELES
Map Loc: 341 - about .9 mile S of the subject
Status:

EPA ID#: CAD122033913

Discovery of this Hazardous Waste site was brought to EPA's attention on 06/01/86. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 04/01/88. The Preliminary Assessment, consisting of collecting and documenting existing information about the source and nature of the site hazard was completed on 06/01/87.

NFRAP as of 4/1/1988 0:00:00.

FEDFAC Federal Facilities

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order.

No listings within 1 mile radius of the subject site.

ERNS Emergency Response Notification System

The ERNS is a national computer database used to store information on unauthorized releases of oil and hazardous substances. The program is a cooperative effort of the Environmental Protection Agency, the Department of Transportation Research and Special Program Administration's John Volpe National Transportation System Center and the National Response Center.

There are primarily five Federal statutes that require release reporting the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) section 103; the Superfund Amendments and Reauthorization Act (SARA) Title III Section 304; the Clean Water Act of 1972(CWA) section 311(b)(3); and the Hazardous Material Transportation Act of 1974(HMTA section 1808(b).

This list has been researched within half of a mile radius of the subject site.

Site: .
Address: SANTA FE AVE & 8TH ST,ON THE LOS ANGELES
City: LOS ANGELES
Map Loc: 45 - about .1 mile SE of the subject
Status: 9000009050 UNKNOWN MATERIAL (04/24/1990)

SANTA FE AND 8TH STREET ON THE LOS ANGELES RIVER
REPORTING A RED DYE SHEEN SIGHTING RESPONSE CREW ENROUTE
SHEEN INFORMATION UNKNOWN SUSPECTS RESPONSIBLE PARTY COULD BE THE ARMY CORPS OF ENGINEERS

Site: METAL RECYCLING YARD
Address: 2130 VIOLET ST
City: LOS ANGELES
Map Loc: 50 - about .1 mile NE of the subject
Status: 1000957568

On 10/20/10 an incident was discovered.
CALLER STATED THAT CALLER AND 14 OF HER FELLOW NEIGHBORS ARE COMPLAINING THAT RAIN WATER IS WASHING MATERIALS OFF THE OLD EQUIPMENT AT A METAL RECYCLING YARD AND INTO GROUND WATER. ALSO BLACK DUST EMANATES FROM THE YARD ALL DAY..

NONE.

Site: UNOCAL
Address: 2101 E 8TH ST
City: LOS ANGELES
Map Loc: 54 - about .1 mile SW of the subject
Status: 9200006834 0GASOLINE: AUTOMOTIVE (4.23G PB/G (01/13

2101 EAST 8TH ST
STORAGE TANK/UNKNOWN
TANKS WERE REMOVED ALONG WITH CONTAMINATED SOIL
YANK-A-TANK

Site: UNOCAL
Address: 2101 E 8TH ST
City: LOS ANGELES
Map Loc: 54 - about .1 mile SW of the subject
Status: 9200000909 GASOLINE: AUTOMOTIVE (4.23G PB/G (01/13

2101 EAST 8TH ST
STORAGE TANK/UNKNOWN
TANKS WERE REMOVED ALONG WITH CONTAMINATED SOIL

Site: CROSS DECATURE ST AND 7TH ST.
Address: DECATURE ST & 7TH ST
City: LOS ANGELES
Map Loc: 55 - about .2 mile NW of the subject
Status: 0200628668

On 11/09/02 an incident involving 25 gallon(s) of OTHER OIL, caused by equipment failure, occurred.
TRANSFORMER FELL TO THE GROUND RELEASING THE MATERIAL..

CLEANING UP ANY REMAINING MATERIAL THAT CAN BE FOUND.
NONE..

Site: LA IMPORTS
Address: 1807 E 7TH ST
City: LOS ANGELES
Map Loc: 77 - about .2 mile NW of the subject
Status: 8900029657 PAINTS OR LACQUER (12/08/1989)

SPRAY GUNS/FURNITURE SPRAYING OPERATION
NO ACTION TAKEN
NO COMPLAINTS OF ILL EFFECTS DUE TO SPRAYING.

Site:
Address: 2472 E 8TH ST
City: LOS ANGELES
Map Loc: 85 - about .2 mile E of the subject
Status: 0000539771

On 24-AUG-00 an incident, caused by operator error, occurred.
THE CALLER STATED THAT A WORKER DRIVING A CONSTRUCTION TRACTOR RAN INTO AN ELBOW FITTING ON A STORAGE TANK CAUSING A SPILL..
HAZMAT ON SITE / PUMP OUT MATERIAL FROM CLARIFIER / DIG UP CONTAMINATED SOIL.
THE CALLER WILL NOTIFY: WATER QUALITY CONTROL BOARD/ CA OES.

Site:
Address: 2472 E 8TH ST
City: LOS ANGELES
Map Loc: 85 - about .2 mile E of the subject
Status: 0600787378

On 02/06/06 an incident involving 105 gallon(s) of OIL, FUEL: NO. 1-D, caused by equipment failure, occurred.
CALLER STATED DUE TO A FAULTY NOZZLE THERE WAS A RELEASE OF MATERIALS ONTO THE GROUND..

THE SPILL WAS CONTAINED WITH BOOMS AND PADS. A CONTRACTOR (CLEAN HARBORS) WAS CALLED AND THE RELEASE WAS CLEANED UP..
NO ADDITIONAL INFORMATION..

Site:
Address: 2472 E 8TH ST

City: LOS ANGELES
Map Loc: 85 - about .2 mile E of the subject
Status: 0200594852

On 02/24/02 an incident involving 5000 gallon(s) of OIL: DIESEL was discovered.
THE MATERIAL SPILLED FROM AN STORAGE TANK AT A RAIL YARD DUE TO UNKNOWN CAUSES..

MATERIAL CONTAINED.
THE CALLER HAD NO ADDITIONAL INFORMATION..

Site: UNKNOWN
Address: SANTA MONICA FWY & MATEO
City: LOS ANGELES
Map Loc: 87 - about .2 mile S of the subject
Status: 96 487060 02/12/96

WESTBOUND ON SANTA MONICA FREEWAY AT THE MATEO OFF RAMP
A BARREL ON A TRUCK FELL OFF AT THE OFF RAMP. UNKNOWN HOW MUCH OF DRUM ACTUALLY LEAKED.
CHP RESPONDED TO ACCIDENT AT 15:37. CHP JUST NOW DISCOVERING WHAT WAS IN BBL.
CALTRANS TO C/U

Site: AAD DISPOSAL
Address: HWY 10 & SANTA FE
City: LOS ANGELES
Map Loc: 90 - about .2 mile SE of the subject
Status: 96 479496 02/12/96

SINGLE VEHICLE ACCIDENT/DISPOAL RUPTURED
ROAD CLOSED FOR APPROX 1 HR
CLEANED UP SPILLED MATERIAL/EXCAVATED AFFECTED SOIL

Site:
Address: 1401 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 98 - about .2 mile SE of the subject
Status: 1201027076

On 10/11/12 an incident, caused by natural phenomenon, occurred.
THE CALLER REPORTED THAT NON-PCB MINERAL OIL DISCHARGED FROM A POLE TOP TRANSFORMER DUE TO A LIGHTNING STRIKE. THE CALLER STATED THAT IT IS UNKNOWN IF THERE IS DRAINAGE IMPACT AT THIS TIME. OPERATORS ARE INVESTIGATING AND TRACKING THE RUNOFF..

OPERATOR ARE TRACKING THE DISCHARGE TO DETERMINE IF THERE IS OR HAS BEEN STORM DRAIN IMPACT..
THE CALLER WILL NOTIFY CA-EMA, USCG, FISH & GAME AND REGIONAL OFFICES..

Site:
Address: 1700 E 7TH ST
City: LOS ANGELES
Map Loc: 112 - about .3 mile NW of the subject
Status: 0700822693

On 01/02/07 an incident involving 92 gallon(s) of RAW SEWAGE, caused by equipment failure, was discovered.
CALLER IS REPORTING A DISCHARGE OF RAW SEWAGE FROM A 8"" SEWER MAIN LINE DUE TO A BLOCKAGE IN THE LINE..

CA OES, LA DHS, CA RWQCB.

Site:

Address: 2172 E 7TH ST
City: LOS ANGELES
Map Loc: 153 - about .4 mile NE of the subject
Status: 0400720153

On 04/26/04 an incident involving 275 gallon(s) of HYDRAULIC OIL, caused by equipment failure, occurred.
THE CALLER STATED THAT THERE WAS A BROKEN FITTING ON A HYDRAULIC OIL PUMP THAT RESULTED IN A RELEASE OF MATERIAL..

CLEANED UP.
THE CALLER HAD NO ADDITIONAL INFORMATION.

Site: 4TH STREET RAILYARD
Address: E 7TH ST & SOUTH MISSION
City: LOS ANGELES
Map Loc: 180 - about .4 mile NE of the subject
Status: 1100985447

On 08/10/11 an incident, caused by derailment, occurred.
CALLER IS REPORTING THAT A LOCOMOTIVE DERAILED DUE TO UNKNOWN CAUSES..

CA-OES, CA HWY PATROL. LAPD, PUC & WATER.

Site: CITY SANITATION
Address: 7TH ST & MISSION RD
City: LOS ANGELES
Map Loc: 182 - about .4 mile NE of the subject
Status: 9000017546 DIESEL FUEL (05/14/1990)

7TH AND MISSION ROAD
CITY SANITATION YD VANDALS STOLE PUMP AND TURNED ON PUMP/IT RAN OVERNIGHT
FD HANDLED CLEAN UP. SOME MATERIAL WENT INTO SOTRM DRAIN & WAS NOT REC OVERABLE

Site: LA CITY SANITATION DEPT.
Address: 7TH ST & MISSION RD
City: LOS ANGELES
Map Loc: 182 - about .4 mile NE of the subject
Status: 9000014949 OIL: DIESEL (05/13/1990)

7 TH ST AND MISSION ST.
VANDALS OPENED FUEL PUMPS AT THE FACILITY AND LET MATERIAL RUN OUT
CITY HAZMAT IS ON SCENE

Site: LA CITY SANITATION DEPT.
Address: 7TH ST & MISSION RD
City: LOS ANGELES
Map Loc: 182 - about .4 mile NE of the subject
Status: 9000017633 1600 GAL of DIESEL #2 (05/13/1990)

7TH STREET AND MISSION STREET
VANDALS TURNED ON PUMPS OVERNIGHT/FLOW TO SEWER TO RIVER
FIRE DEPARTMENT REQUESTED EPA ASSISTANCE.
ALSO ON SCENE FLOOD CONTROL/CO. FD CHIEF WARD=FD/FRANK SELVANTAS=CODOH EPA/OSCDISPATCHED R. RANDALL TAT TO SCENE. ESTIMATED 1,000 GALS. DIES EL SPILLED TO RIVER, 10 MILE LIGHT SHEEN OBSERVED. CITY OF LA FUNDIN G RESPONSE. BOOMS **

Site: UNOCAL
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject

Status: 8900000570 35 GAL of GASOLINE (01/12/1989)

SERVICE STATION 1800 E. OLYMPIC
VAPOR HOSE ON GAS PUMP BROKE, SPILLING GASOLINE ONTO ASPHALT.
WORKERS WERE ABLE TO CONTAIN SPILL. MATERIAL PICKED UP WITH SORBENT. WILL NOTIFY OES

Site: UNK
Address: 1349 CHANNING ST
City: LOS ANGELES
Map Loc: 206 - about .4 mile SW of the subject
Status: 8900012825 25 GAL of ETHYL ETHER ANHYDROUS (05/22

1349 S CHANNING ST
5 EA 5 GAL CONTAINERS-IN ALLEYWAY CONTAINERS NOT LEAKING ILLEGAL DUMPING
CAOES-89-06233

Site:
Address: 2200 JESSE ST
City: LOS ANGELES
Map Loc: 241 - about .5 mile NE of the subject
Status: 0600797495

On 05/17/06 an incident involving 0.5 gallon(s) of STYRENE MONOMER occurred.
CALLER STATED THERE WAS A RELEASE OF MATERIALS FROM A RAILROAD TANK CAR DUE TO UNKNOWN CAUSES. THERE IS A RELEASE OF MATERIALS ANYTIME THE CAR IS MOVED. THIS IS UNDER INVESTIGATION..

CALLER STATED THE LOS ANGELES FIRE DEPARTMENT IS INVESTIGATING AND UNION PACIFIC STAFF WILL TAKE OVER ONCE THEY ARE DONE..
CALIFORNIA HIGHWAY PATROL LOG NUMBER 975, NO ADDITIONAL INFORMATION..

Site: NATIONAL AEROSOL PRODUCTS CO.
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: 8900011016 200 GAL of METHYLENE CHLORIDE (06/08/1

MATERIAL SPILLED FROM VENT PIPE OF UNDERGROUND TANK WHEN DELIVERY DRIVER FILLED TANK TOO QUICKLY.
NO ACTION TAKEN AS OF YET, PENDING ADVICE OF MANUFACTURER, OCCIDENTAL CO., ON MATERIAL IN SOIL. MATERIAL ON CONCRETE EVAPORATED.
CALLER GIVEN NUMBER TO CA OES.

HMIRS Hazardous Material Incident Report System

The Hazardous Material Report Incident Report Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Material Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

This list has been researched within the street address of the subject site.

Site: DHL EXPRESS C/O ABX AIR INC
Address: 1900 SACRAMENTO ST

City: LOS ANGELES
Map Loc: 22 - about .1 mile W of the subject
Status:

id: 2008080576

On 6/10/2008, an incident occured involving PYRIDINE.
On 8/27/2008, an incident occured involving 1 LGA of PAINT RELATED MATERIAL.
FILE-08-120 DOT SHIPPER- ALDRICH CHEMICAL AWB#- MKE 33632880886 ELAFREIGHT WAS DOUBLE STACKED CRUSHING BOTTOM PACKAGE CAUSING LEAK
ON 06/10/2008 AT 1313 EST THE HAZMAT HOTLINE RECEIVED A PHONE CALL FROM THE LOS ANGELES DHL EXPRESS STATION LOCATED AT 1900 SACRAMENTO ST. LOS ANGELES CA 90021. CINQUE FROM THE LOS ANGELES DHL EXPRESS STATION REPORTED THAT THEY HAD A LEAKING SHIPMENT. THE HOTLINE CONTACTED HMHTTC SPILL RESPONSE. UPON ARRIVAL THEY FOUND THIS SHIPMENT TO BE A FIBERBOARD BOX CONTAINING 1 X 1 QUART GLASS BOTTLE OF PYRIDINE.DUE TO THE SHIPMENT BEING DROPPED AND THE GLASS BOTTLE BREAKING A TOTAL OF 1 QUART OF THE PRODUCT WAS LOST. THIS SHIPMENT ARRIVED INTO THE LOS ANGELES DHL EXPRESS STATION V A TRUCK* 8304 WHICH HAD SHUTTLED FROM FLYT 807 N789AX.THIS SHIPMENT WAS DECLARED AS PYRIDINE CLASS 3 UN1282 WITH THE SHIPPERS DECLARATION FOR DANGEROUS GOODS ATTACHED.CLEAR OF SCENE: 1636 EST.
C/A TAKEN AGAINST LOADER REVIEW PROPER LOADING PROCEDURES SUPERIONO COMMENT PROVIDED
R PACKAGING

Site: DHL EXPRESS C/O ABX AIR INC
Address: 1900 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 22 - about .1 mile W of the subject
Status:

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C/A TAKEN AGAINST LOADER REVIEW PROPER LOADING PROCEDURES SUPERIONO COMMENT PROVIDED
R PACKAGING

Site: AIRBORNE EXPRESS
Address: 910 WILSON ST
City: LOS ANGELES
Map Loc: 26 - about .1 mile NW of the subject
Status:

id: 2003071181

On 07/17/2003, an incident involving a aircraft occured. PAINT was released.

One container (CONT MTL) failed due to ramming. One container (4G) failed due to ramming.

AT APPROXIMATELY 1930 HRS MY DOCKMAN RENE RODRIGUEZ ADVISED ME THAT A BOX HAD BEEN DAMAGED BY A C-CONTAINER. ONCE I LOCATED THE BOX I TURNED IT OVER AS IT APPEARED TO BE LEAKING FROM THE BOTTOM. I PLACED LATEX GLOVES ON MY HANDS, PLACED THE BOX IN A CLEAR PLASTIC BAG THEN PLACED THE ITEM IN A SECOND BAG AND TIED IT OFF TO PREVENT ANY ADDITIONAL LEAKING/VAPORS RELEASE. AT APPROXIMATELY 1955 I CONTACTED OUR HAZ-MAT HOTLINE AND SPOKE WITH DONALD OSBORNE WHO INSTRUCTED ME TO IMMEDIATELY FILL OUT OUR COMPANIES "INITIAL SPILL REPORT". BECAUSE THERE WAS NO IMMEDIATE THREAT TO LIFE OR PROPERTY, DONALD ALSO ADVISED ME THAT NO SPILL TEAM WOULD NEED TO BE CALLED. MOST, IF NOT ALL OF THE CLASS 3, PAINT MATERIAL WAS ABSORBED BY THE FIBER BOARD BOX, TOTAL LEAKAGE WAS APPROXIMATELY 2-3 OZS.

Site: YELLOW FREIGHT SYSTEM INC
Address: SANTA FE AVE

City: VERNON
Status:

id: 1996050438

On 04/29/1996, an incident involving a van occured. RESIN SOLUTION was released.

One container (DRUM MTL) failed due to improper loading.

TBA **Targeted Brownfields Assessments**

EPA's Targeted Brownfields Assessment (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Pilots/Grants—minimize the uncertainties of contamination often associated with brownfields. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Program to promote the cleanup and redevelopment of brownfields. EPA's TBA assistance is available through two sources: directly from EPA through EPA Regional Brownfields offices under Subtitle A of the law, and from state or tribal voluntary response program offices receiving funding under Subtitle C of the law

No listings within 1 mile radius of the subject site.

SETS **Site Enforcement Tracking System (SETS)**

When expanding Superfund monies at a CERCLA (Comprehensive Environmental Response, Compensation and Liability Act) Site, EPA must conduct a search to identify parties with potential financial responsibility for remediation of uncontrolled hazardous waste sites. EPA regional Superfund Waste Management Staff issue a notice letter to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

This list has been researched within 1 mile radius of the subject site.

Site: METAL PREPARATIONS
Address: 641 S IMPERIAL ST
City: LOS ANGELES
Map Loc: 143 - about .3 mile N of the subject
Status:

id: 19791

Site: WINTER & BAIN MFG.
Address: 1410 ELWOOD ST
City: LOS ANGELES
Map Loc: 229 - about .5 mile SW of the subject
Status:

id: 32768

Site: RENTEX
Address: 1600 S COMPTON AVE
City: LOS ANGELES
Map Loc: 314 - about .8 mile SW of the subject
Status:

id: 25002

Site: SIKA CHEMICAL CORP.
Address: 1372 E 15TH ST
City: LOS ANGELES
Map Loc: 317 - about .8 mile W of the subject
Status:
id: 27021

Site: PROTO TOOL CO., INC.
Address: 2209 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 325 - about .9 mile S of the subject
Status:
id: 24205

DO Enforcement Docket System (DOCKET)/Consent Decree Tracking System (CDETS)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

No listings within half of a mile radius of the subject site.

CD Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental statues and tracks enforcement actions from the initial stages of investigations through conclusion.

No listings within half of a mile radius of the subject site.

ICIS Integrated Compliance Information System (ICIS)

ICIS is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

This list has been researched within 1 mile radius of the subject site.

Site: IMPERIAL TOY
Address: 2060 E 7TH ST
City: LOS ANGELES
Map Loc: 79 - about .2 mile N of the subject
Status:
Permit id#: 110037578975

An Administrative Order was opened in accordance with sec 610 - Non Essential Products Containing Chlorofluorocarbons Violation of Labeling information, Imports Violation.

08/08/2008: COMPLAINT/PROPOSED ORDER
08/08/2008: FINAL ORDER ISSUED
09/18/2008: ENFORCEMENT ACTION DATA ENTERED

APO Complaint & Conclusion

Site: AMERICOLD LOGISTICS PLANT NUMB
Address: 2233 JESSE ST
City: LOS ANGELES
Map Loc: 267 - about .5 mile NE of the subject
Status:

Permit id#: 110000528484

Site: D & M POLISHING AND PLATING
Address: 1250 E 5TH ST
City: LOS ANGELES
Map Loc: 304 - about .7 mile N of the subject
Status:

Permit id#: 110018943312

An Administrative Order/Unilateral Administrative Order Without Adjudication was opened in accordance with sec 106A - Imminent & Substantial Endangerment Order Violation of Other/Miscellaneous.
05/20/2004: COMPLAINT/PROPOSED ORDER
05/20/2004: ENFORCEMENT ACTION CLOSED
05/20/2004: FINAL ORDER ISSUED
08/16/2004: ENFORCEMENT ACTION DATA ENTERED

Respondent is owner of site on which plating operations released heavy metals to the environment and contaminated the ambient soils. This Order instructs Respondent to clean up the affected soils and take other measures to prevent further contamination.

Site: HANNAM CHAIN USA
Address: 2740 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 324 - about .9 mile SE of the subject
Status:

Permit id#: 110010679140

Site: ENTERPRISE SALES CO
Address: 901 E 3RD ST
City: LOS ANGELES
Map Loc: 344 - about 1. mile N of the subject
Status:

Permit id#: CAD980819213

RCRA RCRA Violators List (CORRACTS)

The Resource Conservation and Recovery Act of 1976 provides for "cradle to grave" regulation of hazardous wastes. RCRA requires regulation of hazardous waste generators, transporters, and storage/treatment/disposal sites. Evaluation to potential violations, ranging from manifest requirements to hazardous waste discharges, is typically conducted by the US EPA. This database is also known as Corrective Action Report (CORRACTS)

If enforcement is required, it is typically delegated to a state agency.

Any Institutional/Engineering controls issued under CORRACTS are described in the status detail for each site

This list has been researched within 1 mile radius of the subject site.

Site: SOUTHERN CALIFORNIA GAS CO - O
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

id: CAD981422017Xl X X X X

06/30/1995: RFA COMPLETED
06/30/1997: CA PRIORITIZATION-LOW CA PRIORITY
06/30/1997: STABILIZATION MEASURES EVALUATION-FACILITY NOT AMENABLE TO STABILIZATION
07/09/2010: REMEDY CONSTRUCTION-REMEDY CONSTRUCTED
07/09/2010: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
07/09/2010: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
09/30/2011: REMEDY CONSTRUCTION-REMEDY CONSTRUCTED
09/30/2011: HUMAN EXPOSURES CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE
09/30/2011: RELEASE TO GW CONTROLLED DETERMINATION-YES, APPLICABLE AS OF THIS DATE

RCRA-D Resource Conservation and Recovery Information System - Treatment, Storage & Disposal

The Environmental Protection Agency regulates the treatment, storage and disposal of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste TSD facilities are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form as well as part A (EPA form 8700-23) and Part B of their Hazardous Waste Permit Application.

Status Codes:	I	Incinerator
	T	Storage/Treatment facility other than Incinerator
	D	Land Disposal Facility

No listings within 1 mile radius of the subject site.

CDL Clandestine Drug Laboratories

No listings within 1 mile radius of the subject site.

The U.S. Department of Justice ("the Department") provides this information as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy.

INDN Indian REservation LUST/VCP/UST

This database includes all environmental records from Indian Reservations such as Leaking Underground Tanks (LUST), Voluntary Cleanup Program (VCP) and Underground Storage Tanks (UST)

No listings within 1 mile radius of the subject site.

CALIFORNIA STATE SOURCES

FL **State Response Sites - Federal Lead**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain high priority hazardous were the U.S. EPA is the lead agency. These sites are typically proposed, on or delisted from the National Priority List.

No listings within 1 mile radius of the subject site.

SR **State Response Sites**

The Site Mitigation and Brownfields Reuse Database (SMBRD) identifies certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.

The information has been compiled into this database by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

This list has been researched within 1 mile radius of the subject site.

Site: WESTERN ELECTROCHEMICAL COMPAN
Address: 2348 E 8TH ST
City: LOS ANGELES
Map Loc: 20 - about .1 mile SE of the subject
Status: Priority Rank

Site: DEAN AND ASSOCIATES
Address: 700 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 71 - about .2 mile NE of the subject
Status: Priority Rank

Site: WILSON STREET CORPORATION
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status: Priority Rank

Site: SOUTHERN CALIF GAS CO- OLYMPIC
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: Priority Rank

Site: INTERNATIONAL LEAD CO.
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: Priority Rank

Site: AMTRAK
Address: 2435 E WASHINGTON BLVD
City: LOS ANGELES

Map Loc: 322 - about .9 mile S of the subject
Status: Priority Rank

Site: ACE PLATING CO., INC.
Address: 719 S TOWNE AVE
City: LOS ANGELES
Map Loc: 329 - about .9 mile NW of the subject
Status: Priority Rank

Site: LOS ANGELES DIE CASTING
Address: 340 CROCKER ST
City: LOS ANGELES
Map Loc: 349 - about 1. mile NW of the subject
Status: Priority Rank

VCP Voluntary Cleanup Program

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

This list has been researched within half of a mile radius of the subject site.

Site: LOS ANGELES TIMES, OLYMPIC FAC
Address: 2000 8TH ST
City: LOS ANGELES
Map Loc: 95 - about .2 mile W of the subject
Status:
id: 71003158

Site: SANTA FE/W.A. GRANT
Address: 2144 E 7TH ST
City: LOS ANGELES
Map Loc: 114 - about .3 mile NE of the subject
Status:
id: 19330375 091696 MANU - PRIMARY METAL INDUSTRIES

Past use include manufacturing - other, residential area. Potential contaminents of concern include Lead, No Contaminants found. Confirmed contaminents of concern include Lead, No Contaminants found. The Soil, Soil is potentialy affected. The present status - VOLUNTARY CLEANUP PROGRAM was reported as of 1996-09-16.
The lead agency for this site is DTSC. The program manger is Shahir Haddad from Cleanup Chatsworth. Funding is provided by RESPONSIBLE PARTY.
Completed tasks:
1996-05-31: Voluntary Cleanup Agreement. DTSC s
Completed tasks:
1996-09-04: Preliminary Endangerment Assessment Report. DTSC reviewed a Preliminary Endangerment Assessment for theigned a Voluntary Cleanup Agreement with Santa Fe for the completion and review of a Preliminary Endangerment Assessment.
site under a Voluntary Cleanup Agreement. Based on the information and data presented, DTSC determined that the hazardous constituents remaining at the site do not constitute a threat to human health or the environment.
1995-09-13: Site Screening. The Department received a Non-Emergency Hazardous Substance Release Report dated January 31, 1995. Review of the document indicates that the site is contaminated with elevated levels of heavy metals such as lead, copper and zinc. Foundry operations existed at the site from at least 1906 until 1990, operated by W.G. Grant & Co. Santa Fe Railway is the current owner of the site. RP removed USTs from the site without any regulatory agency oversight. Due to evidence of a release, DTSC is recommending that a PEA be conducted to evaluate the site. On September 13, 1995, DTSC notified the RP thereof.

Site: SANTA FE/W.A. GRANT
Address: 2144 E 7TH ST
City: LOS ANGELES
Map Loc: 114 - about .3 mile NE of the subject

Status:

id: 19330375 091696 MANU - PRIMARY METAL INDUSTRIES

Past use include manufacturing - other, residential area. Potential contaminents of concern include Lead, No Contaminants found. Confirmed contaminents of concern include Lead, No Contaminants found. The Soil, Soil is potentialy affected. The present status - VOLUNTARY CLEANUP PROGRAM was reported as of 1996-09-16.
The lead agency for this site is DTSC. The program manger is Shahir Haddad from Cleanup Chatsworth. Funding is provided by RESPONSIBLE PARTY.
Completed tasks:
1996-05-31: Voluntary Cleanup Agreement. DTSC s
Completed tasks:
1996-09-04: Preliminary Endangerment Assessment Report. DTSC reviewed a Preliminary Endangerment Assessment for theigned a Voluntary Cleanup Agreement with Santa Fe for the completion and review of a Preliminary Endangerment Assessment.
site under a Voluntary Cleanup Agreement. Based on the information and data presented, DTSC determined that the hazardous constituents remaining at the site do not constitute a threat to human health or the environment.
1995-09-13: Site Screening. The Department received a Non-Emergency Hazardous Substance Release Report dated January 31, 1995. Review of the document indicates that the site is contaminated with elevated levels of heavy metals such as lead, copper and zinc. Foundry operations existed at the site from at least 1906 until 1990, operated by W.G. Grant & Co. Santa Fe Railway is the current owner of the site. RP removed USTs from the site without any regulatory agency oversight. Due to evidence of a release, DTSC is recommending that a PEA be conducted to evaluate the site. On September 13, 1995, DTSC notified the RP thereof.

Site: PENSKE TRUCK LEASING PROPERTY
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status:

id: 60001416

Past use include underground storage tanks. Potential contaminents of concern include Tetrachloroethylene (PCE), TPH-diesel. Confirmed contaminents of concern include Tetrachloroethylene (PCE), TPH-diesel. The Soil is potentialy affected. The present status - VOLUNTARY CLEANUP PROGRAM was reported as of 2012-01-31.
The lead agency for this site is SMBRP. Funding is provided by RESPONSIBLE PARTY.
Completed tasks:
2011-03-01: Voluntary Cleanup Agreement. VCA ex
Completed tasks:
2011-08-26: No Further Action Letter. NFA Issue
Completed tasks:
2011-08-26: Preliminary Endangerment Assessment Report. NFA issued
2011-03-07: Phase 1. Document was submitted ad.
2011-10-18: Cost Recovery Closeout Memo. Sent to CRU
ecuted
s background information on 3/7/2011. DTSC did not review or approved document.
2011-09-08: Voluntary Cleanup Agreement Termination Notification. VCA end letter sent.

Site: WILSON STREET CORPORATION
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:

id: 71002216

Past use include metal reclamation. Potential contaminents of concern include Copper and compounds, Nickel, Zinc. Confirmed contaminents of concern include Copper and compounds, Nickel, Zinc. The Soil is potentialy affected. Future land use restriction have been placed on this site. The present status - was reported as of 2008-08-27.
The lead agency for this site is TPCAB. The program manger is Johnson Abraham from Southern California Schools & Brownfields Outreach.
Completed tasks:
1997-12-21: Phase I Verification. Inspection re
Completed tasks:
2003-12-08: Phase I Verification. Inspection re
Completed tasks:
2006-02-06: Consent Agreement.

Completed tasks:
2007-11-06: Corrective Action Completion Determ
Completed tasks:
2008-08-27: Land Use Restriction.

Completed tasks:

2009-01-09: Acknowledgement of Satisfaction.

Completed tasks:
2011-01-19: Certification. Remedial Action Cert
Completed tasks:
2012-11-30: Correspondence.

Completed tasks:
2012-12-05: Correspondence. Mailed out the lett
Completed tasks:
2013-03-22: Land Use Restriction - Site Inspect
Completed tasks:
2013-06-03: Land Use Restriction Monitoring Reper.
ification completed.
ination.
ion/Visit.
ort.
2014-01-30: Land Use Restriction Monitoring Report.
port sent on 12/21/1997
port sent on 12/8/2003

Site: ALAMEDA MANUFACTURED GAS PLANT
Address: 725 S CHANNING ST
City: LOS ANGELES
Map Loc: 136 - about .3 mile NW of the subject
Status: VCP - Voluntary Cleanup Program

id: 19490227 060895 ELECTRIC, GAS & SANITARY SERVICES

Past use include manufactured gas plant. Potential contaminents of concern include * ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, * OTHER ORGANIC SOLIDS, * CONTAMINATED SOIL, * UNSPECIFIED SLUDGE WASTE, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE, * SULFUR SLUDGE, Arsenic, Lead, Cyanide (free), Polynuclear aromatic hydrocarbons (PAHs). Confirmed contaminents of concern include * ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, * OTHER ORGANIC SOLIDS, * CONTAMINATED SOIL, * UNSPECIFIED SLUDGE WASTE, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE, * SULFUR SLUDGE, Arsenic, Lead, Cyanide (free), Polynuclear aromatic hydrocarbons (PAHs). The Groundwater (other than drinking water), Soil is potentialy affected. The present status - VOLUNTARY CLEANUP PROGRAM was reported as of 2014-06-24.
The lead agency for this site is SMBRP. Funding is provided by RESPONSIBLE PARTY.
Completed tasks at Onsite :
2009-01-06: Certification. site was
Completed tasks:
2001-04-26: Voluntary Cleanup Agreement.

Completed tasks:
2002-12-04: Removal Action Workplan. Removal Ac
Completed tasks:
2003-03-18: CEQA - Initial Study/ Neg. Declarat
Completed tasks:
2013-09-24: Annual Oversight Cost Estimate. Letcertified.
ion. Special Initial Study, Negative Declaration, and De Minimis Impter sent out
tion Workplan Approved
2002-12-31: Preliminary Endangerment Assesact Finding were prepared and made available for public review. No sment Report. DTSC approved site characterization activities in December 2002. Contaminants of concern included PAH's & BTEX. A RAW invverbal or written comments were received. DTSC approved the CEQA documents on 3/18/2003. DTSC approved RAW on 3/18/03. Proposed remoolving excavation will be implemented for the Site.
1993-05-20: Preliminary Endangerment Assessment Report. The Department completed val activities consists of removing approximately 615 cubic yards of contaminated soil. Chemicals of potential concern previously identreview of the PEA. A Manufactured Gas Plant (MGP) was operated at the site in the late 1800s and early 1900s. Gas was produced from crified in the soil include the following: Lampslack, PAH's, and BTEX. Removal Activities are anticipated to last approximately 30 days.ude oil for distribution in the site area. Several companies operated at the site. In 1909, the site was owned by the Los Angeles Gas
and Electric Corp., which merged with the Southern Calfornia Gas Company in 1937. SoCalGas owned the property until 1976, and sold to the current owners. The MGP was dismantled sometime before 1906. The byproducts from the manufactured gas operation were tars, oils, sludges, and lampblack. Elevated levels of polycyclic aromatic hydrocarbons (PAH), heavy metals such as lead and arsenic and cyanides were found at the site. The PEA concluded that there was contamination at the site above screening values. Therefore, the Department recommended that further investigation or assessment at the site was necessary.
1992-04-08: Site Screening.
2004-05-05: Removal Action Workplan. SRAW approved.
2007-03-06: Fieldwork. Field work was accomplished.

2007-02-22: Technical Workplan. Additional Soil Gas investigation was implemented on the site.
2007-03-01: Site Characterization Report. Results were evaluated and approved by DTSC TOX, Geologist & PM.

Completed tasks at Onsite :
2008-10-17: Removal Action Completion Report. Closure report approved.

Completed tasks at Off-Site :
2010-08-11: Technical Workplan. Workplan approved.
2012-12-21: Remedial Investigation Report. Report was approved.
2014-06-27: Removal Action Completion Report. RACR Approved
2013-01-28: Removal Action Workplan.

Completed tasks:
2014-01-06: Fieldwork. During the site visit I observed that contractors for the Gas Co. had completed the excavation of lamp black along the western/southern corner property boundary and were in the process of restoring the planters and parking lot spaces.

Site: SO CAL GAS/LA-ALAMEDA MGP
Address: 725 S CHANNING ST
City: LOS ANGELES
Map Loc: 136 - about .3 mile NW of the subject
Status:

id: 19490227 060895 ELECTRIC, GAS & SANITARY SERVICES

Past use include manufactured gas plant. Potential contaminents of concern include * ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, * OTHER ORGANIC SOLIDS, * CONTAMINATED SOIL, * UNSPECIFIED SLUDGE WASTE, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE, * SULFUR SLUDGE, Arsenic, Lead, Cyanide (free), Polynuclear aromatic hydrocarbons (PAHs). Confirmed contaminents of concern include * ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, * OTHER ORGANIC SOLIDS, * CONTAMINATED SOIL, * UNSPECIFIED SLUDGE WASTE, * POLYMERIC RESIN WASTE, * UNSPECIFIED ORGANIC LIQUID MIXTURE, * SULFUR SLUDGE, Arsenic, Lead, Cyanide (free), Polynuclear aromatic hydrocarbons (PAHs). The Groundwater (other than drinking water), Soil is potentialy affected. The present status - VOLUNTARY CLEANUP PROGRAM was reported as of 2014-06-24.
The lead agency for this site is SMBRP. Funding is provided by RESPONSIBLE PARTY.
Completed tasks at Onsite :
2009-01-06: Certification. site was
Completed tasks:
2001-04-26: Voluntary Cleanup Agreement.

Completed tasks:
2002-12-04: Removal Action Workplan. Removal Ac
Completed tasks:
2003-03-18: CEQA - Initial Study/ Neg. Declarat
Completed tasks:
2013-09-24: Annual Oversight Cost Estimate. Letcertified.
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tion Workplan Approved
2002-12-31: Preliminary Endangerment Assesact Finding were prepared and made available for public review. No sment Report. DTSC approved site characterization activities in December 2002. Contaminants of concern included PAH's & BTEX. A RAW invverbal or written comments were received. DTSC approved the CEQA documents on 3/18/2003. DTSC approved RAW on 3/18/03. Proposed remoolving excavation will be implemented for the Site.
1993-05-20: Preliminary Endangerment Assessment Report. The Department completed val activities consists of removing approximately 615 cubic yards of contaminated soil. Chemicals of potential concern previously identreview of the PEA. A Manufactured Gas Plant (MGP) was operated at the site in the late 1800s and early 1900s. Gas was produced from crified in the soil include the following: Lampslack, PAH's, and BTEX. Removal Activities are anticipated to last approximately 30 days.ude oil for distribution in the site area. Several companies operated at the site. In 1909, the site was owned by the Los Angeles Gas
and Electric Corp., which merged with the Southern California Gas Company in 1937. SoCalGas owned the property until 1976, and sold to the current owners. The MGP was dismantled sometime before 1906. The byproducts from the manufactured gas operation were tars, oils, sludges, and lampblack. Elevated levels of polycyclic aromatic hydrocarbons (PAH), heavy metals such as lead and arsenic and cyanides were found at the site. The PEA concluded that there was contamination at the site above screening values. Therefore, the Department recommended that further investigation or assessment at the site was necessary.
1992-04-08: Site Screening.
2004-05-05: Removal Action Workplan. SRAW approved.
2007-03-06: Fieldwork. Field work was accomplished.
2007-02-22: Technical Workplan. Additional Soil Gas investigation was implemented on the site.
2007-03-01: Site Characterization Report. Results were evaluated and approved by DTSC TOX, Geologist & PM.

Completed tasks at Onsite :
2008-10-17: Removal Action Completion Report. Closure report approved.

Completed tasks at Off-Site :
2010-08-11: Technical Workplan. Workplan approved.
2012-12-21: Remedial Investigation Report. Report was approved.
2014-06-27: Removal Action Completion Report. RACR Approved
2013-01-28: Removal Action Workplan.

Completed tasks:
2014-01-06: Fieldwork. During the site visit I observed that contractors for the Gas Co. had completed the excavation of lamp black along the western/southern corner property boundary and were in the process of restoring the planters and parking lot spaces.

Site: SOUTHERN CALIFORNIA GAS CO
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

id: 80001471

The present status - was reported as of 2013-05-13.
The lead agency for this site is WM, the regulatory agency is SMBRP,.
Completed tasks:
1995-06-30: RCRA Facility Assessment Report.

Completed tasks:
1997-06-30: Interim Measures Questionnaire.

Completed tasks:
2010-07-09: * Other Instrument.

Completed tasks:
2011-09-30: Groundwater Migration Controlled.

Completed tasks:
2011-09-30: Human Exposure Controlled.

Completed tasks:
2011-09-30: Remedy Constructed.

Site: SO CAL GAS/OLYMPIC BASE MGP
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

id: 19490179

Contaminants: LEAD, CHROMIUM (VI), CADMIUM, ARSENIC, ORGANIC LIQUIDS WITH METALS, UNSPECIFIED OIL CONTAINING WASTE, AQUEOUS SOLUTION WITH METALS, UNSPECIFIED ALKALINE SOLUTIONS

Program: RCRA 3012

Actions:
DEED RESTRICTIONS - completed on 05/23/91.
DISCOVERY - completed on 09/29/83.
I/SE, IORSE, FFA, FFSRA, VCA, EA - completed on 12/30/86.
PUBLIC PARTICIPATION PLAN - completed on 02/28/87.
REMEDIAL INVESTIGATION / FEASIBILITY STUDY - completed on 07/31/90.
REMEDIAL ACTION PLAN / RECORD OF DECISION - completed on 04/23/91.
DESIGN - completed on 09/05/91.
FINAL REMEDIAL ACTION (CAP) - completed on 12/16/91.
CERTIFICATION - completed on 12/24/91.
OPERATION & MAINTENANCE - is scheduled to be completed on 06/30/11.
AMENDED ORDER/AGREEMENT, CHAPTER 6.5 TRANSITION - completed on 01/05/99.
The Southern California Gas (SCG), Olympic Base Site was once a gas manufacturing plant where oil was converted into gas for lighting, heating, and cooking. Residues from the gasification process, mainly consisting of a material ""lamp black" were discovered at the site. ""Lamp Black"" contains varying amounts of a family of compounds called polynuclear or polycyclic aromatic hydrocarbons (PNAs or PAHs). The plant was built in the period 1907-1908 by the City Gas Company. In 1908, the Domestic Gas Company purchased and took over the operations of City Gas. In 1910, SCG was incorporated and became the successor of Domestic Gas. SCG operated the plant until 1927, when the service for 100% natural gas started. The plant operated on a standby basis until 1952, when all gas manufacturing operations ceased and the plant was dismantled. SCG has administrative facilities on other portions of the facility. A Consent Order was signed in December 1986, which addressed the work needed to complete the

Remedial Investigation/- Feasibility Study (RI/FS) process. The RI report was approved by the Department on September 17, 1987. The RI found that soil from about 2 to 12 feet below ground surface is contaminated. The contaminants are not readily vaporized, nor do they enter aqueous phase solution. Groundwater aquifers beneath the site are unsaturated to a depth of 90 feet. Air monitoring at the site does not indicate that the contaminants are emitting vapors to the air. SCG then submitted a FS report in May 1988. DHS has reviewed the FS report and requested a full Health Risk Assessment (HRA) based on appropriate biological receptors and exposure pathways on October 20, 1988.The HRA was approved by the Department on June 4, 1990. The FS was revised by SCG and the report approved on July 19, 1990. The RP submitted a draft RAP on August 20, 1990, as requested by the Department. The Department has published a fact sheet on the findings of the RI/FS. The RAP meeting with the community was held on November 17, 1990 and the RAP was subsequently approved in January of 1991. The RAP proposed an asphalt cap on the site, groundwater monitoring, and a deed restriction. Groundwater monitoring is necessary as the region the site is located in is currently experiencing a drought; however, if this should change the groundwater table will rise, possibly impacting the conclusions of the RI. The deed restriction, protected the integrity of the cap by limiting land use and excavation of the waste. The Department directed the RP to prepare a Remedial Design and Implementation (RD&I) plan. The plan included engineering specifications for the asphalt cap, permits, and a schedule for completion of the cap. The cap will be repaired as necessary; necessary; it is expected to require replacement every ten years. This operation and maintenance program will last for 20 years.

(01/14/99) Transition to Chapter 6.5.

(01/21/97) Report for repair of asphalt was submitted.

(01/31/84) Preliminary Assessment Done (RCRA 3012): Multiple operations including transmission bases, truck storage, meter reading, customer service, craft shops, and a training center (1965- 1980). Waste includes barium. Landfill on southeast end of the property. Hazardous waste materials include residues from wash rack activities and caustic cleaning materials. PA submitted to U.S. EPA.

(01/31/95) January-February. Trenching for pipe-line abandonment and reroute another high pressure pipeline was done.

(02/13/02) Site visit for Deed Restriction.

(03/04/04) Site visit for Deed Restriction.

(04/09/03) Site annual visit for updating Deed Restriction for the site. Updated (description, photos) was completed, approved and filed 04/15/03.

(04/15/03) Site visit for Deed Restriction.

(05/11/00) Collection of lampblack samples for an interutility project/ subject Environmentally Acceptable Endpoints.

(05/19/04) Additional maintenance report was submitted to DTSC.

(05/26/99) SB 47 reauthorized the site under Chapter 6.8.

(06/25/96) The gas company conducted the 4th annual asphalt cap inspection at the site.

(07/02/01) Summary of laboratory results was sent to DTSC.

(07/06/98) The Gas Company submitted the yearly monitoring report and the 5th Annual Asphalt inspection at the site.

(07/21/91) Former gas manufacturing plant (oil converted to gas). Contaminant of concern is lamp black.

(08/02/96) The Gas Company submitted the yearly monitoring report. The areas of old asphalt will be replaced with new asphalt pavement within 90 days.

(09/29/83) Facility Identified: ERRIS.

(12/11/03) Periodic Monitoring Report - Asphalt Cap Inspection was submitted to DTSC.

(12/16/91) The Final Remedial Action consisted of placing an asphalt cap on the unpaved portions of the Olympic Base Site which would be maintained according to the requirements set forth in the RAP. A deed restriction was recorded on the property. The design of the cap was prepared and included in the RAP workplan.

Site: BUTTERFIELD (SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:

id: 19281223

Past use include paint manufacturing. Potential contaminents of concern include Benzene, Ethylbenzene, Xylenes. Confirmed contaminents of concern include Benzene, Ethylbenzene, Xylenes. The Soil, Groundwater (other than drinking water), Soil is potentialy affected. The present status - CLEAN LOAN PROGRAM was reported as of 2012-12-07.
The lead agency for this site is SMBRP. The program manger is Jessy Fierro from Cleanup Chatsworth. Funding is provided by RESPONSIBLE PARTY.
Completed tasks:
2002-02-04: Clean Loan Agreement. Response Acti
Completed tasks:
2008-02-11: Monitoring Plan. Ground Water Monit
Completed tasks:
2008-09-28: Letter - Demand. DTSC sent first de
Completed tasks:
2013-04-08: Voluntary Cleanup Agreement. VCA si
Completed tasks:
2013-11-17: Fieldwork. Sampling activities have
Completed tasks:
2014-01-23: Annual Oversight Cost Estimate. Upd begun to delineate contamination.

Completed tasks at Groundwater :ated Cost Estimate completed.
gned by Butterfield owner and DTSC to conduct additional investigatimand letter to RP to recover the CLEAN Loan.
on Agreement (RAA) approved and signed by proponent and DTSC.
oring Work scheduled.
2006-02-27: Pilot/Treatability Study Report. DTSC sent letter in reponse to Soil Vapor Extraction (SVE) Report.on and remediation, if necessary.

2014-08-28: Monitoring Report.

2005-03-30: Site Characterization Workplan. Meeting scheduled to discuss the cost for the additional assessment.
2006-02-27: Monitoring Report. Letter and comments sent to RP.
2008-06-26: Site Characterization Workplan.
2008-08-01: Monitoring Report. OK
2013-12-02: Site Characterization Workplan. Workplan approved to conduct sampling for data gaps.
2014-06-30: Site Characterization Report. Based on the elevated concentrations in the groundwater, DTSC requires submittal of a pilot study workplan that would evaluate potential remedies.

Future tasks:
CEQA - NOTICE OF EXEMPTION due in 2014-12-30

Future tasks:
COMMUNITY PROFILE due in 2014-12-21

Future tasks:
FACT SHEETS due in 2014-11-21
PUBLIC NOTICE due
Future tasks:
REMOVAL ACTION WORKPLAN due in 2015-06-30
in 2014-10-09

Future tasks:
CERTIFICATION due in 2015

Future tasks:
REMOVAL ACTION COMPLETION REPORT due in 2015

Site: EASTERN SMELTING AND REFINING
Address: 2220 E 11TH ST
City: LOS ANGELES
Map Loc: 258 - about .5 mile S of the subject
Status:

id: 19330382 091900 MANU - PRIMARY METAL INDUSTRIES

Contaminants: METAL DUST & MACHINING WASTE, LEAD

Actions:
SITE SCREENING - completed on 11/07/94.
I/SE, IORSE, FFA, FFSRA, VCA, EA (VCA) - completed on 09/19/00.
PRELIMINARY ENDANGERMENT ASSESSMENT - completed on 06/13/03.
The Eastern Smelting and Refining Site is located in an industrial area of Los Angeles, approximately five miles south of the Los Angeles downtown area. The Site is currently a warehouse used by Bestoys for storing boxed inventory. A small asphalt parking area is adjacent to the warehouse. A US-EPA Preliminary Assessment Report was completed by DTSC in 1998; the result indicated that further investigation was necessary. the Responsible Party entered into a

VCA with DTSC to perform a Prelimanry Endangerment Assessment (PEA) for the Site. The PEA investigation which began in 2001 indicated elevated levels of lead. In June 2003, DTSC approved the PEA with Further Action.

(02/16/96) A PA is being conducted by DTSC for US EPA.

(02/22/02) Soil sampling performed at proposed locations.

(06/13/03) DTSC approves PEA Report. The PEA investigative activities conducted at the former smeltingsite identified arsenic (3410 mg/kg), and lead (25,700 mg/kg). DTSC concluded that the current conditions (building and pavement intact, no exposed soil) at the Site does not pose a potential threat to industrial workers. Due to elevated levels of the above-mentioned metals in the soil, if there is any mentioned metals in the soil, if there is any demolition of the buidling or parking lot, or development at the Site, the responsible party(s) will be required to submit a Removal Action Workplan or Remedial Action Plan to DTSC for approval.

(06/20/02) DTSC sent comments on PEA Report to RPs, requiring additional sampling to determine vertical extent in one area.

(06/30/98) Completed a Preliminary Assessment (PA) of the site.

(09/19/00) DTSC entered into a Voluntary Cleanup Agreement (Agreement) (Docket Number HSA-A 99/00-171) with Whittaker Corporation (Proponent) to conduct a Preliminary Endangerment Assessment.

(10/15/98) PEA is recommended by US-EPA.

(11/07/94) DTSC received an information letter for 3 possible hazardous substance release sites allegedly associated with Quemetco/RSR Corp, a lead smelter.

(11/07/01) DTSC approved PEA WP with the condition that further sampling may be necessary.

Site: EASTERN SMELTING AND REFINING
Address: 2220 E 11TH ST
City: LOS ANGELES
Map Loc: 258 - about .5 mile S of the subject
Status: VCP - Voluntary Cleanup Program

id: 19330382 091900 MANU - PRIMARY METAL INDUSTRIES

Contaminants: METAL DUST & MACHINING WASTE, LEAD

Actions:
SITE SCREENING - completed on 11/07/94.
I/SE, IORSE, FFA, FFSRA, VCA, EA (VCA) - completed on 09/19/00.
PRELIMINARY ENDANGERMENT ASSESSMENT - completed on 06/13/03.
The Eastern Smelting and Refining Site is located in an industrial area of Los Angeles, approximately five miles south of the Los Angeles downtown area. The Site is currently a warehouse used by Bestoys for storing boxed inventory. A small asphalt parking area is adjacent to the warehouse. A US-EPA Preliminary Assessment Report was completed by DTSC in 1998; the result indicated that further investigation was necessary. the Responsible Party entered into a VCA with DTSC to perform a Prelimanry Endangerment Assessment (PEA) for the Site. The PEA investigation which began in 2001 indicated elevated levels of lead. In June 2003, DTSC approved the PEA with Further Action.

(02/16/96) A PA is being conducted by DTSC for US EPA.

(02/22/02) Soil sampling performed at proposed locations.

(06/13/03) DTSC approves PEA Report. The PEA investigative activities conducted at the former smeltingsite identified arsenic (3410 mg/kg), and lead (25,700 mg/kg). DTSC concluded that the current conditions (building and pavement intact, no exposed soil) at the Site does not pose a potential threat to industrial workers. Due to elevated levels of the above-mentioned metals in the soil, if there is any mentioned metals in the soil, if there is any demolition of the buidling or parking lot, or development at the Site, the responsible party(s) will be required to submit a Removal Action Workplan or Remedial Action Plan to DTSC for approval.

(06/20/02) DTSC sent comments on PEA Report to RPs, requiring additional sampling to determine vertical extent in one area.

(06/30/98) Completed a Preliminary Assessment (PA) of the site.

(09/19/00) DTSC entered into a Voluntary Cleanup Agreement (Agreement) (Docket Number HSA-A 99/00-171) with Whittaker Corporation (Proponent) to conduct a Preliminary Endangerment Assessment.

(10/15/98) PEA is recommended by US-EPA.

(11/07/94) DTSC received an information letter for 3 possible hazardous substance release sites allegedly associated with Quemetco/RSR Corp, a lead smelter.

(11/07/01) DTSC approved PEA WP with the condition that further sampling may be necessary.

FE Properties Needing Further Evaluation

This category of Envirostor, formerly The Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains properties that are suspected, but unconfirmed, contaminated sites that need or have gone through an investigation and assessment process. If a site is found to have confirmed contamination, it will change from Evaluation to either a State Response or Voluntary Cleanup site type. Sites found to have no contamination at the completion of the investigation and assessment process result in a No Action Required (for Phase 1 assessments) or No Further Action (for Phase 2 assessments) determination.

This list has been researched within half of a mile radius of the subject site.

Site: GOLDEN PLATING, INC.
Address: 930 MATEO ST
City: LOS ANGELES
Map Loc: 7 - about 7. mile N of the subject
Status:

id: 71002675

The present status - was reported as of .
The lead agency for this site is .

Site: WILSON STREET CORPORATION
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:

id: 71002216

Past use include metal reclamation. Potential contaminents of concern include Copper and compounds, Nickel, Zinc. Confirmed contaminents of concern include Copper and compounds, Nickel, Zinc. The Soil is potentialy affected. Future land use restriction have been placed on this site. The present status - was reported as of 2008-08-27.
The lead agency for this site is TPCAB. The program manger is Johnson Abraham from Southern California Schools & Brownfields Outreach.
Completed tasks:
 1997-12-21: Phase I Verification. Inspection re
Completed tasks:
 2003-12-08: Phase I Verification. Inspection re
Completed tasks:
 2006-02-06: Consent Agreement.

Completed tasks:
 2007-11-06: Corrective Action Completion Determ
Completed tasks:
 2008-08-27: Land Use Restriction.

Completed tasks:
 2009-01-09: Acknowledgement of Satisfaction.

Completed tasks:
 2011-01-19: Certification. Remedial Action Cert
Completed tasks:
 2012-11-30: Correspondence.

Completed tasks:
 2012-12-05: Correspondence. Mailed out the lett
Completed tasks:
 2013-03-22: Land Use Restriction - Site Inspect
Completed tasks:

2013-06-03: Land Use Restriction Monitoring Reper.
ification completed.
ination.
ion/Visit.
ort.
2014-01-30: Land Use Restriction Monitoring Report.
port sent on 12/21/1997
port sent on 12/8/2003

Site: MARTIN METALS INC.
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:
id: 19330385

(07/15/04) DTSC received an SB 1248 Notification for site assessment and local oversight by LA County Fire Department - Site Mitigation Unit of remediation of an active gererator that refines precious metals from scrap electronic parts. Past environmental assessments have found heavy metal contamination in shallow soils.

Site: CALIFORNIA RECLAMATION/US BRAS
Address: 1331 S WILSON ST,/1346-50 ELWOOD ST
City: LOS ANGELES
Map Loc: 134 - about .3 mile SW of the subject
Status:
id: 70000169

The present status - was reported as of 2002-08-02.
The lead agency for this site is LA CNTY FIRE DEPT. (BILLING AND UST), LOS ANGELES COUNTY.

Site: NATIONAL AEROSOL
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status:
id: 19220018

Actions:
PRELIMINARY ENDANGERMENT ASSESSMENT (PASI) - completed on 03/16/01.
This facility was built in 1947. In 1970 Grow Group Inc. purchased this facility and became National Aerosol Products. Grow Group Inc. on behalf of National Aerosol Company removed three underground storage tanks, one 12,000 gallon methylene chloride tank, one 5,000 gallon toluene tank, and one 1,500 gallon Naptha tank. The tank removal was overseen by Los Angeles City Fire Department.

(11/01/01) Based on confirmatory soil analysis, No Further Action required.

ME Military Evaluation Sites

This category the Site Mitigation and Brownfields Reuse Program Database SMBRPD, contains Formerly Used Defense Sites (FUDS) and Open or Closed military facilities with confirmed or unconfirmed releases and where DTSC is involved in investigation and/or remediation, either in a lead or support capacity. Sites with confirmed releases are generally considered high-priority and high potential risk.

This list has been researched within 1 mile radius of the subject site.

Site: GOLDEN PLATING, INC.
Address: 930 MATEO ST
City: LOS ANGELES
Map Loc: 7 - about 7. mile N of the subject
Status:
id: 71002675

The present status - was reported as of .
The lead agency for this site is .

Site: LOS ANGELES SIGNAL DEPOT
Address: LOS ANGELES SIGNAL DEPOT
City: LOS ANGELES
Map Loc: 249 - about .5 mile W of the subject
Status:

id: 80001030

The present status - was reported as of 2005-07-01.
The lead agency for this site is SMBRP. Funding is provided by DERA.

Site: LA MED DEPOT
Address: LA MED DEPOT
City: LOS ANGELES
Map Loc: 343 - about 1. mile SW of the subject
Status:

id: 80000307

The present status - was reported as of 2005-07-01.
The lead agency for this site is SMBRP. Funding is provided by DERA.

Site: EKCO METALS
Address: 1700 PERRINO PL
City: LOS ANGELES
Map Loc: 348 - about 1. mile SE of the subject
Status:

id: 80001375

Future land use restriction have been placed on this site. The present status - was reported as of 2014-08-13.
The lead agency for this site is WM, the regulatory agency is SMBRP,. The program manger is Maria Fabella from Cleanup Chatsworth.
Completed tasks:
1998-06-01: RCRA Facility Assessment Report.

Completed tasks:
2001-06-05: Land Use Restriction.

Completed tasks:
2010-02-02: Other Report.

Completed tasks:
2014-06-24: Land Use Restriction - Site Inspection/Visit. LUC Site Inspection Completed. No LUC Violations observed. Requested facility to sample exposed soil at the eastern side of property boundary for possible on-site and off-site soil contamination of chemical of potential concern and inorganics.

Future tasks:
RFI REPORT due in 2015-03-03

EP Expedited Remedial Action Program

The Expedited Remedial Action Program is a pilot program limited to 30 sites. These are confirmed release sites worked on by Responsible Parties with oversight of the cleanup by DTSC. These confirmed sites are generally high-priority and high potential risk.

This list has been researched within half of a mile radius of the subject site.

Site: SOUTHERN CALIFORNIA GAS CO
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject

Status:

id: 80001471

The present status - was reported as of 2013-05-13.
The lead agency for this site is WM, the regulatory agency is SMBRP,.
Completed tasks:
1995-06-30: RCRA Facility Assessment Report.

Completed tasks:
1997-06-30: Interim Measures Questionnaire.

Completed tasks:
2010-07-09: * Other Instrument.

Completed tasks:
2011-09-30: Groundwater Migration Controlled.

Completed tasks:
2011-09-30: Human Exposure Controlled.

Completed tasks:
2011-09-30: Remedy Constructed.

BZ Border Zone Properties

These sites went through the Hazardous Waste Property or Border Zone Property evaluation and formal determination process. (Chapter 6.5, Health and Safety Code section 25221.)

No listings within half of a mile radius of the subject site.

SCH School Property Evaluation Program Properties

This category the Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. School sites are further defined as Cleanup (remedial actions occurred) or Evaluation (no remedial action ccurred) based on completed activities. All proposed school sites that will receive State funding for acquisition or construction are required to go through a rigorous environmental review and cleanup process under DTSC's oversight.

This list has been researched within half of a mile radius of the subject site.

Site: GOLDEN PLATING, INC.
Address: 930 MATEO ST
City: LOS ANGELES
Map Loc: 7 - about 7. mile N of the subject
Status:

id: 71002675

The present status - was reported as of .
The lead agency for this site is .

Site: WILSON STREET CORPORATION
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:

id: 71002216

Past use include metal reclamation. Potential contaminents of concern include Copper and compounds, Nickel, Zinc. Confirmed contaminents of concern include Copper and compounds, Nickel, Zinc. The Soil is potentialy affected. Future land use restriction have been placed on this site. The present status - was reported as of 2008-08-27. The lead agency for this site is TPCAB. The program manger is Johnson Abraham from Southern California Schools & Brownfields Outreach.
Completed tasks:
  1997-12-21: Phase I Verification. Inspection re
Completed tasks:
  2003-12-08: Phase I Verification. Inspection re
Completed tasks:
  2006-02-06: Consent Agreement.

Completed tasks:
  2007-11-06: Corrective Action Completion Determ
Completed tasks:
  2008-08-27: Land Use Restriction.

Completed tasks:
  2009-01-09: Acknowledgement of Satisfaction.

Completed tasks:
  2011-01-19: Certification. Remedial Action Cert
Completed tasks:
  2012-11-30: Correspondence.

Completed tasks:
  2012-12-05: Correspondence. Mailed out the lett
Completed tasks:
  2013-03-22: Land Use Restriction - Site Inspect
Completed tasks:
  2013-06-03: Land Use Restriction Monitoring Reper.
ification completed.
ination.
ion/Visit.
ort.
  2014-01-30: Land Use Restriction Monitoring Report.
port sent on 12/21/1997
port sent on 12/8/2003

Site: SOUTHERN CALIFORNIA GAS CO
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

id: 80001471

The present status - was reported as of 2013-05-13.
The lead agency for this site is WM, the regulatory agency is SMBRP,.
Completed tasks:
  1995-06-30: RCRA Facility Assessment Report.

Completed tasks:
  1997-06-30: Interim Measures Questionnaire.

Completed tasks:
  2010-07-09: * Other Instrument.

Completed tasks:
  2011-09-30: Groundwater Migration Controlled.

Completed tasks:
  2011-09-30: Human Exposure Controlled.

Completed tasks:
  2011-09-30: Remedy Constructed.

LUR Brownfields Reuse Program Facility Sites with Land Use Restrictions

The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents land use restrictions that are active. Some sites have multiple land use restrictions.

This list has been researched within half of a mile radius of the subject site.

Site: WILSON STREET CORPORATION
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:
id: 71002216

Site: SO CAL GAS/OLYMPIC BASE MGP
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:
id: 19490179

Site: INTERNATIONAL LEAD CO.
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status:
id: 19390044

DR Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction

The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

No listings within half of a mile radius of the subject site.

CA Hazardous Waste sites - Permitted and Corrective Action

Permitted and Corrective Action sites are RCRA-permitted facilities undergoing cleanup activities or permitted to handle Hazardous Waste.

This list has been researched within 1 mile radius of the subject site.

Site: SOUTHERN CALIFORNIA GAS CO
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:
id: 80001471

Site: SOUTHERN CALIFORNIA GAS CO OLY
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:
id: CA

Site: A&S METAL RECYCLING INC
Address: 1960 MATEO ST
City: LOS ANGELES
Map Loc: 282 - about .5 mile S of the subject
Status:
id:

Site: EKCO METALS
Address: 1700 PERRINO PL
City: LOS ANGELES
Map Loc: 348 - about 1. mile SE of the subject
Status:
id: 80001375

HIS **Historical Site**

This category of The Site Mitigation and Brownfields Reuse Program Database (SMBRPD), contains sites from an older database where no site type was identified. Most of these sites have a status of Referred or No Further Action. DTSC is working to clean up this data by identifying an appropriate site type for each Historic site.

This list has been researched within 1 mile radius of the subject site.

Site: GOLDEN PLATING, INC.
Address: 930 MATEO ST
City: LOS ANGELES
Map Loc: 7 - about 7. mile N of the subject
Status:
id: 71002675

The present status - was reported as of .
The lead agency for this site is .

Site: BAILEY & SCHMITZ COMPANY
Address: 2101 E 7TH ST
City: LOS ANGELES
Map Loc: 86 - about .2 mile NE of the subject
Status:
id: 19250029 113088 MANU - FURNITURE & FIXTURES

Contaminants: CONTAMINATED SOIL, OTHER PESTICIDE CONTAINERS, 30 GALLONS OR MORE, WASTE OIL & MIXED OIL

Program: CERCLA II

Actions:
DISCOVERY - completed on 12/17/82.
SITE SCREENING - completed on 05/18/87.

(01/01/88) ON CORTESE LIST

(01/05/89) SUBMIT TO EPA NO FURTHER ACTION UNDER CERCLA 2

(01/11/83) GROUND PHOTOS PICTURES TAKEN. CONDITIONS THE SAME.

(01/15/88) SUBMIT TO EPA NFA FOR CERCLA2

(01/24/83) QUEX RETURN FROM ""FRICTION"". ACTIVITY- SERVICE TRUCK PARTS. CLAIM ALL WASTE DISPOSED OF TO ""TRASH PICKUP.""

(02/22/83) L A CO ASSESS. OWNERSHIP STILL ""BAILEY SCHMITZ,""2131 HUMBOLDT, L A 90031.

(03/10/83) HAINES CONFIRMS ADDRESS; PHONE 223-4231.

(03/30/83) FACILITY DRIVE-BY HUMBOLDT ST VACANT. PHONE DISCONNECTED.

(05/12/83) FINAL STRATEGY SITE REFERRED: TO HWMB/ENF

(05/18/87) SITE SCREENING DONE RATIONALE - POSS ONSITE CONTAM

(07/14/87) FACILITY DRIVE-BY BUILDING CONVERTED INTO 20 UNIT APART- MENT COMPLEX - NO SIGN OF BBLS OR HAZ- ARDOUS WASTE

(08/01/89) DELETED FROM CORTESE

(09/01/87) REPORTED FOR PROP65

(11/30/88) PRELIM ASSESS DONE BBLS BELONGED TO JUNK MAN UP THE STREET REMOVED AT NEW OWNERS REQUEST. GRADING & LIMITED SOIL WAS BROUGHT IN BEFORE AN ASPHALT DRIVEWAY WAS CONSTRUCTED

(12/17/82) FACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. FACILITY DRIVE-BY SITE INACTIVE. DISP OF OIL TO DRUMS & GROUND. DISP OF AUTO PARTS. SUSPECT DISP FROM ""FRICTION MATERIALS"" AT 695 S.SANTA FE (BRAKE & CLUTCH SHOP).

(12/18/82) SITE FACES 690 BLOCK OF S. SANTA FE AVE.

Site: FIRST NATIONWIDE BANK
Address: 2309 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 345 - about 1. mile S of the subject
Status:

id: 19340758 042694 MANU - FABRICATED METAL PRODUCTS

Past use include manufacturing - metal, metal finishing. Potential contaminents of concern include * HALOGENATED ORGANIC COMPOUNDS, * HALOGENATED SOLVENTS, * HYDROCARBON SOLVENTS, * CONTAMINATED SOIL, * Sludge - Halogenated Compounds, * UNSPECIFIED OIL CONTAINING WASTE, * UNSPECIFIED SOLVENT MIXTURES, * WASTE OIL & MIXED OIL, * ORGANIC LIQUIDS (NONSOLVENTS) WITH HALOGENS, * UNSPECIFIED ORGANIC LIQUID MIXTURE. The Soil is potentialy affected. The present status - was reported as of 1994-04-26.
The lead agency for this site is .
Completed tasks:
1993-11-30: Site Screening. The site is identif
Completed tasks:
1994-04-26: Preliminary Endangerment Assessment Report. PEA reviewed by DTSC staff. Levels of contaminants observeied from RP, who likes to submit a PEA. The site consists of 1.53 acd are protective of human health and the environment DTSC recommendsres of land and includes a 75,000 sq.ft. two storey building. Phase I investigation revealed no information regarding hazardous waste a No Further Action.
ctivities conducted at the site. Further sampling reveals that concentration of oil & grease ranged from 590 to 9900 mg/kg and perchloroethylene (PCE) ranged from 0.89 to 17.0 mg/kg. Due to the evidence of on-site contamination, Department recommends a PEA.

CALS CALSITES - No Further Action

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxic Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

This list has been researched within half of a mile radius of the subject site.

Site: FORMER BURLEY SEAL PRODUCTS CO
Address: 1026 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 25 - about .1 mile E of the subject
Status:

id: 19300242 091704 MANU - RUBBER & MISC PLASTICS PRODUCTS

(09/17/04) DTSC received an SB 1248 Notification for site assessment and local oversight by LA County Fire Department - Site Mitigation Unit of a former rubber seal manufacturer. Future site use is proposed ground floor shops with upstairs residential lofts.

Site: TARA-LOID INC
Address: 1321 MATEO ST
City: LOS ANGELES
Map Loc: 69 - about .2 mile S of the subject
Status:

id: 1935029506161983 35 0 0 0 0

FACILITY DRIVE-BY NOW MARIKIAN BROS , PRODUCE TRANSPORT. RATIONALFACILITY IDENTIFIED ID D BY LOS ANGELES CHAM COMM DIR 63-64. MANUFACHAINES NOW ID MARIKIAN BROS. (10/02/82)
QUEST RECEIVED. 12 EMPLOYEES AT LOC. SAWDUST/SHAVINGS WASTE DISPOSEDQUESTIONNAIRE SENT (02/01/83)
OFF SITE HAULER) C M D REFUSE REMOVAL SERVICE (02/16/83)
E FOR NFA NO PROBLEM BASED ON DRIVEBY. (06/16/83)
TURE DIAMOND TOOLS. (10/01/82)

Site: DEAN AND ASSOCIATES
Address: 700 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 71 - about .2 mile NE of the subject
Status:

id: 19490206 063087 ELECTRIC, GAS & SANITARY SERVICES

Actions:
CERTIFICATION - completed on 06/30/87.

(04/18/89) SITE IS ON 1989 BOND EXPENDITURE PLAN FOR COST RECOVERY ONLY.

(06/30/87) 5000 gallons of liquid treated and discharged-570 cubic yards hazardous solids removed.

Site: BAILEY & SCHMITZ COMPANY
Address: 2101 E 7TH ST
City: LOS ANGELES
Map Loc: 86 - about .2 mile NE of the subject
Status:

id: 1905814119250029

Site: RECTIFIER ENGINEERING CO., INC
Address: 1803 E 7TH ST

City: LOS ANGELES
Map Loc: 99 - about .2 mile NW of the subject
Status:
id: 1936022306161983 36 0 0 0 0 0

FACILITY DRIVE-BY NOW KIMCO - KIM S WORLD TRADE. RATIONALE FORFACILITY IDENTIFIED ID D BY LOS ANGELES CHAM COMM DIR 63-64. RECTIFI NFA NO PROBLEM BASED ON DRIVEBY. (06/16/83)
ERS BATTERY CHARGING EQUIPMENT. (10/01/82)

Site: MOORE MANUFACTURING, INC.
Address: 1412 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 109 - about .3 mile SE of the subject
Status:
id: 1930011306161983 30 0 0 0 0

FACILITY DRIVE-BY BRICK BLDG VACANT FOR LEASE SIGN. (06/16/83)FACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1963-64. RUBBER PROD, H
OSE, PLASTIC PIPES. (10/20/82)

Site: W.A. GRANT & COMPANY
Address: 2144 E 7TH ST
City: LOS ANGELES
Map Loc: 114 - about .3 mile NE of the subject
Status:
id: 1905426519330375

Site: GENERAL PRINTING INK DIVISION
Address: 2450 HUNTER ST
City: LOS ANGELES
Map Loc: 128 - about .3 mile SE of the subject
Status:
id: 1928108402051988 28 0 0 0 0

FACILITY DRIVE-BY NO NUMBER ON BLDG. SEEMS TO BE USED AS A STUDIO FACILITY IDENTIFIED ID FROM LA CHAM COMM DIR 1969-70. DIVISION OF SUSITE SCREENING DONE PAL RECOMMENDED BASED ON LACK OF INFO. (02/05/88)
N CHEMICAL CORP. MFG-INKS, PRINTING INKS. (01/20/83)
OR RESIDENCE. E (06/16/83)

Site: EXLEY EXPRESS
Address: 634 MATEO ST
City: LOS ANGELES
Map Loc: 132 - about .3 mile N of the subject
Status:
id: 1942002104091987 42C 0 0 0 0

AGENT SAYS NOT THE SAME PROPERTY (12/29/82)
CONTACT OWNER) JAY D ANTONI 375-3334. (03/22/83)
FACILITY DRIVE-BY ASAP. NEW BLDG ON SITE (04/01/85)
FACILITY DRIVE-BY ASP. FENCED EMPTY LOT W/ RUBBLE (05/22/84)
FACILITY DRIVE-BY SITE LEASED TO PAVING CO. NOW COVERED BY TONS OFFACILITY DRIVE-BY TAKE PICTURES. MAJOR SIGNS STILL ON SITE. REALFACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. FACILITY DRIVE-BYFINAL STRATEGY SITE REFERRED) TO HWMB/ENF (05/12/83)
INSPECTION OTHER SLADDEN ENGINEERING. SOIL INSP.NO EVIDNC OF BURIPHONE F-U TO MAJOR PROPERTIES, 747- 4151. AGENT WILL INSPECT, TELLSITE SCREENING DONE CERCLIS SITE. (04/09/87)
TRUCKING FIRMS ON SITE SINCE 1958 TO 83. SOURCE ACT) TRUCKING FIRM. VACANT LOT W/ GRP 3 WASTES. DISP OF USED CRANKCASE OIL - DIESEL F DIRT - GRAVEL. NO CLEAN-UP. (04/11/83)
OWNER. (12/28/82)
DIESEL OIL DISP. TRESPASSERS DUMP ON PROPERTY. STORAGE OF DIRT, PAVIED FUEL STORAGE TANKS. (11/14/84)
TOR INSP ON 12/28 WAS TO ADV 608 MATEO, FORMERLY CORONET FOODS,INC SAME AS 12/17 (01/11/83)
ILTERS. SMALL SUMP FILLED W/ OIL. OIL TO GROUND. (12/17/82)
NG FRAGMENTS. ENF HISTORY) 5/12/83 DHS ASP REFERRAL FOR DUMPING OF GRP3 WASTES - ABAND GAS OIL SUMP. SUBMIT TO EPA (09/01/85)

Site: MARTIN METALS INC.
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:

id: 19330385 071504 MANU - PRIMARY METAL INDUSTRIES

(07/15/04) DTSC received an SB 1248 Notification for site assessment and local oversight by LA County Fire Department - Site Mitigation Unit of remediation of an active gererator that refines precious metals from scrap electronic parts. Past environmental assessments have found heavy metal contamination in shallow soils.

Site: SO CAL GAS/LA-ALAMEDA MGP
Address: 725 S CHANNING ST
City: LOS ANGELES
Map Loc: 136 - about .3 mile NW of the subject
Status:

id: 19490227 060895 ELECTRIC, GAS & SANITARY SERVICES

Contaminants: UNSPECIFIED ORGANIC LIQUID MIXTURE, OTHER ORGANIC SOLIDS, SULFUR SLUDGE, UNSPECIFIED SLUDGE WASTE, CYANIDES, POLYMERIC RESIN WASTE, ORGANIC MONOMER WASTE, INCLUDING UNREACTED RESINS, LEAD, ARSENIC, CONTAMINATED SOIL

Program: TOWN GAS

Actions:
SITE SCREENING - completed on 04/08/92.
PRELIMINARY ENDANGERMENT ASSESSMENT - completed on 05/20/93.
PRELIMINARY ENDANGERMENT ASSESSMENT (PEAE) - completed on 12/31/02.
CEQA INCLUDING NEGATIVE DECS - completed on 03/18/03.
REMOVAL ACTION WORKPLAN - completed on 03/18/03.
REMOVAL ACTION - is scheduled to be completed on 03/30/05.
CERTIFICATION - is scheduled to be completed on 07/30/05.
Site located at 725 Chemming Street, Los Angeles, California, approximately 2.5 acres. From 1887 util 1906 an oil gas plant was operated at site. MGP may have been converted to a natural gas storage site in approximately 1906. Records indicate that MGP equipment may have been removed by 1930. Site is currently used as a Greyhound Bus parking lot.

(01/27/02) DTSC submitted comments regarding Draft RI-WP.

(03/11/02) Soil gas activities occured.

(03/18/02) March 18-19 soil matrix sampling activities occurred.

(03/18/03) Special Initial Study, Negative Declaration, and De Minimis Impact Finding were prepared and made available for public review. No verbal or written comments were received. DTSC approved the CEQA documents on 3/18/2003. DTSC approved RAW on 3/18/03. Proposed removal activities consists of removing approximately 615 cubic yards of contaminated soil. Chemicals of potential concern previously identified in the soil include the following: Lampslack, PAH's, and BTEX. Removal Activities are anticipated to last approximately 30 days.

(04/03/02) Awaiting submittal of RI Report.

(04/07/92) The site is approximately 2.5 acre in size, entirely paved or built up on and is presently occupied by an industrial firm that uses the site as a storate/warehouse facility for wooden crates. The surrounding area is fully developed with commercial and industrial occupancy. In the early 1900s, the site was used by gas companies for the production of ""manufactured gas" from this oepration were tars, oils, sludges, lampblack etc, which were sold for various industrial uses. Some of these byproduct residues have been found in soils at former towne gas plants sites. Out of these polycyclic aromatic hydrocarbons (PAH) are hazardous. Also, elevated levels of heavy metals such as lead and arsenic and cyanides were found at few sites. A PEA is required at the site to determine, if any emergency removal action is required at the site to reduce the potential threat to public health and the environment. The Dept received a Notice of Intent dated March 20, 1992 to initiate a PEA.

(04/30/01) A multi site master agreement was signed on 4/30/2001 under Colto MGP- Calsite 36490107, Elsinore, Fullerton, LA/Alameda, and Pasadena MGPs.

(05/20/93) The Department completed review of the PEA. A Manufactured Gas Plant (MGP) was operated at the site in the late 1800s and early 1900s. Gas was produced from crude oil for distribution in the site area. Several companies operated at the site. In 1909, the site was owned by the Los Angeles Gas and Electric Corp., which merged with the Southern Calfornia Gas Company in 1937. SoCalGas owned the property until 1976, and sold to the current owners. The MGP was dismantled sometime before 1906. The byproducts from the manufactured gas operation were tars, oils, sludges, and lampblack. Elevated levels of polycyclic aromatic hydro- carbons (PAH), heavy metals such as lead and arsenic and cyanides were found at the site. The PEA concluded that there was contamination at the site above screening values. Therefore, the Department recommended that further investigation or assessment at the site was necessary.

(05/24/95) As of May 2, 1995 an agreement between S.Cal Gas and DTSC was reached in which S.Cal will investigate and remediate MPG sites. S.Cal will contact DTSC selecting sites and establishing schedules.

(10/19/01) Scope Meeting/Site walk with Gas Company and DTSC.

(11/01/01) DTSC awaiting submittal of Draft Remedial Investigation Workplan (RI-WP).

(12/15/01) Received Draft RI-WP.

(12/31/02) DTSC approved site characterization activities in December 2002. Contaminants of concern included PAH's & BTEX. A RAW involving excavation will be implemented for the Site.

Site: COMMERCIAL IRON WORKS
Address: 2424 PORTER ST
City: LOS ANGELES
Map Loc: 139 - about .3 mile SE of the subject
Status:

id: 1933035501071988 33 0 0 0 0

FACILITY DRIVE-BY LRG PLANT, UNABLE TO ADQ VIEW. SIGN SAYS FOUNDEFACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. (12/17/82)
SITE SCREENING DONE PAL BASED ON LACK OF INFO. (01/07/88)
RS - MACHINISTS SINCE 1912. (06/16/83)

Site: CENTRAL CITY COMMUNITY RECYCLI
Address: 718 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 175 - about .4 mile NW of the subject
Status:

id: 1949015606161983 49 0 0 0 0

FACILITY DRIVE-BY NEW, CLEAN, STATE-OF THE ART. AREA OK. RATIONALEFACILITY IDENTIFIED ID FROM NEWSPAPER ARTICLE. OPERATOR-- ECOLO-HAUL FOR NFA NO PROBLEM BASED ON DRIVEBY. (06/16/83)
. PRIOR USE (03/11/83)

Site: SOUTHERN CALIF GAS CO, OLYMPIC
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

id: 19490179 122491 ELECTRIC, GAS & SANITARY SERVICES

Contaminants: LEAD, CHROMIUM (VI), CADMIUM, ARSENIC, ORGANIC LIQUIDS WITH METALS, UNSPECIFIED OIL CONTAINING WASTE, AQUEOUS SOLUTION WITH METALS, UNSPECIFIED ALKALINE SOLUTIONS

Program: RCRA 3012

Actions:
DEED RESTRICTIONS - completed on 05/23/91.
DISCOVERY - completed on 09/29/83.
I/SE, IORSE, FFA, FFSRA, VCA, EA - completed on 12/30/86.
PUBLIC PARTICIPATION PLAN - completed on 02/28/87.
REMEDIAL INVESTIGATION / FEASIBILITY STUDY - completed on 07/31/90.
REMEDIAL ACTION PLAN / RECORD OF DECISION - completed on 04/23/91.
DESIGN - completed on 09/05/91.
FINAL REMEDIAL ACTION (CAP) - completed on 12/16/91.
CERTIFICATION - completed on 12/24/91.
OPERATION & MAINTENANCE - is scheduled to be completed on 06/30/11.
AMENDED ORDER/AGREEMENT, CHAPTER 6.5 TRANSITION - completed on 01/05/99.
The Southern California Gas (SCG), Olympic Base Site was once a gas manufacturing plant where oil was converted into gas for lighting, heating, and cooking. Residues from the gasification process, mainly consisting of a material ""lamp black"" were discovered at the site. ""Lamp Black"" contains varying amounts of a family of compounds called polynuclear or polycyclic aromatic hydrocarbons (PNAs or PAHs). The plant was built in the period 1907-1908 by the

City Gas Company. In 1908, the Domestic Gas Company purchased and took over the operations of City Gas. In 1910, SCG was incorporated and became the successor of Domestic Gas. SCG operated the plant until 1927, when the service for 100% natural gas started. The plant operated on a standby basis until 1952, when all gas manufacturing operations ceased and the plant was dismantled. SCG has administrative facilities on other portions of the facility. A Consent Order was signed in December 1986, which addressed the work needed to complete the Remedial Investigation/- Feasibility Study (RI/FS) process. The RI report was approved by the Department on September 17, 1987. The RI found that soil from about 2 to 12 feet below ground surface is contaminated. The contaminants are not readily vaporized, nor do they enter aqueous phase solution. Groundwater aquifers beneath the site are unsaturated to a depth of 90 feet. Air monitoring at the site does not indicate that the contaminants are emitting vapors to the air. SCG then submitted a FS report in May 1988. DHS has reviewed the FS report and requested a full Health Risk Assessment (HRA) based on appropriate biological receptors and exposure pathways on October 20, 1988.The HRA was approved by the Department on June 4, 1990. The FS was revised by SCG and the report approved on July 19, 1990. The RP submitted a draft RAP on August 20, 1990, as requested by the Department. The Department has published a fact sheet on the findings of the RI/FS. The RAP meeting with the community was held on November 17, 1990 and the RAP was subsequently approved in January of 1991. The RAP proposed an asphalt cap on the site, groundwater monitoring, and a deed restriction. Groundwater monitoring is necessary as the region the site is located in is currently experiencing a drought; however, if this should change the groundwater table will rise, possibly impacting the conclusions of the RI. The deed restriction, protected the integrity of the cap by limiting land use and excavation of the waste. The Department directed the RP to prepare a Remedial Design and Implementation (RD&I) plan. The plan included engineering specifications for the asphalt cap, permits, and a schedule for completion of the cap. The cap will be repaired as necessary; necessary; it is expected to require replacement every ten years. This operation and maintenance program will last for 20 years.

(01/14/99) Transition to Chapter 6.5.

(01/21/97) Report for repair of asphalt was submitted.

(01/31/84) Preliminary Assessment Done (RCRA 3012): Multiple operations including transmission bases, truck storage, meter reading, customer service, craft shops, and a training center (1965- 1980). Waste includes barium. Landfill on southeast end of the property. Hazardous waste materials include residues from wash rack activities and caustic cleaning materials. PA submitted to U.S. EPA.

(01/31/95) January-February. Trenching for pipe-line abandonment and reroute another high pressure pipeline was done.

(02/13/02) Site visit for Deed Restriction.

(03/04/04) Site visit for Deed Restriction.

(04/09/03) Site annual visit for updating Deed Restriction for the site. Updated (description, photos) was completed, approved and filed 04/15/03.

(04/15/03) Site visit for Deed Restriction.

(05/11/00) Collection of lampblack samples for an interutility project/ subject Environmentally Acceptable Endpoints.

(05/19/04) Additional maintenance report was submitted to DTSC.

(05/26/99) SB 47 reauthorized the site under Chapter 6.8.

(06/25/96) The gas company conducted the 4th annual asphalt cap inspection at the site.

(07/02/01) Summary of laboratory results was sent to DTSC.

(07/06/98) The Gas Company submitted the yearly monitoring report and the 5th Annual Asphalt inspection at the site.

(07/21/91) Former gas manufacturing plant (oil converted to gas). Contaminant of concern is lamp black.

(08/02/96) The Gas Company submitted the yearly monitoring report. The areas of old asphalt will be replaced with new asphalt pavement within 90 days.

(09/29/83) Facility Identified: ERRIS.

(12/11/03) Periodic Monitoring Report - Asphalt Cap Inspection was submitted to DTSC.

(12/16/91) The Final Remedial Action consisted of placing an asphalt cap on the unpaved portions of the Olympic Base Site which would be maintained according to the requirements set forth in the RAP. A deed restriction was recorded on the property. The design of the cap was prepared and included in the RAP workplan.

Site: DRYWHIT METAL PRODUCTS COMPANY
Address: 660 S MYERS ST

City: LOS ANGELES
Map Loc: 208 - about .4 mile NE of the subject
Status:

id: 1934056410081982 34 0 0 0 0

FACILITY IDENTIFIED LA CHAM COMM DIR 1963-64. METAL PRODUCTS. (10/08/82)

Site: UNION ICE COMPANY, THE
Address: 660 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 224 - about .5 mile NW of the subject
Status:

id: 1920001806161983 20 0 0 0 0

FACILITY DRIVE-BY LARGE FACILITY ALONG INDUSTRIAL ST. OLDER BLDGS,FACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. SIGNS) DRY ICE - CHEMICAL DIVISION (12/17/82)
RR TRACKS. ADV QUEX. (06/16/83)

Site: BUTTERFIELD (SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:

id: 19281223 040302 MANU - CHEMICALS & ALLIED PRODUCTS

Program: CLEAN LOAN PROGRAM

Actions:
I/SE, IORSE, FFA, FFSRA, VCA, EA (RAA) - completed on 02/04/02.
The site is located at 590 South Santa Fe Avenue, Los Angeles, California. The site consists of two land parcels totaling approximately 2.68 actes of land and is located witin an indus- industrial portion of the City of Los Angeles. Historically the site has been used for chemeical or paint manufacturing. The site was formerly under the oversight of the California Regional Water Quality Control Board (CRWQCB). (CRWQCB) has overseen the site investiation and remediation since approximately 1986. Previous sampling activities have confirmed both soil and groundwater contamination. Contaminants of concern identified in the groundwater and soil include benzene, ethyl benzene, 1,1-dichlorethane, 1,1-dichloroethene, 4-methyl-2-pentanone (MIBK), toluene, and total xylene. The toluene, and xylene appear to be primarily located within the groundwater beneath the northern portion of the site whereas MIBK has been identified in the groundwater along the southwest corner of the site and may extend beyond the site boundary.

(01/04/02) Scoping meeting held between Bitterfield and DTSC to discuss further site characterization along with the Response Action Agreement (RAA).

(01/16/04) DTSC's comments on Work Scope for Pilot Study.

(02/02/05) Meeting with RP to Finalize the workplan.

(02/04/02) RAA approved and signed. Response Action Agreement - (RAA): Document agreed upon by proponent and DTSC. RAA describes task and timelines associated with project.

(02/07/02) Draft site characterization work plan (WP) submitted to DTSC, DTSC requested and revised WP and time task schedule by 3/8/02.

(03/13/02) DTSC notified that WP will be delivered by 3/22/02.

(03/14/04) The Greenfield Company submitted Air Sparge and Soil Va[por Extraction Pilot Study Test Report.

(03/28/05) Extended Pilot Testing Plan received.

(04/03/02) DTSC informed that WP will be hand delivered on 4/4/02.

(05/19/05) Extended Pilot Testing work started.

(06/17/02) Butterfield Trails Corporation submitted Site Characterization Update Investigation Workplan.

(07/18/03) Butterfield Trails Corporations submitted Draft Workplan to perform Interim Remediation Activities.

(08/25/03) DTSC's comments on Draft Workplan to perform Interim Remeditation Activities.

(09/03/02) DTSC's comments on Site Characterization Update Investigation Workplan.

(12/07/01) DTSC commenced review of submitted documents for work previously conducted on site.

(12/10/01) Scoping meeting held between proponent and DTSC.

(12/20/01) First Draft of Response Action Agreement (RAA) sent to proponent and DTSC legal department.

Site: BUTTERFIELD (SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:

id: 19281223 040302 MANU - CHEMICALS & ALLIED PRODUCTS

Program: CLEAN LOAN PROGRAM

Actions:
I/SE, IORSE, FFA, FFSRA, VCA, EA (RAA) - completed on 02/04/02.
The site is located at 590 South Santa Fe Avenue, Los Angeles, California. The site consists of two land parcels totaling approximately 2.68 actes of land and is located witin an indus- industrial portion of the City of Los Angeles. Historically the site has been used for chemeical or paint manufacturing. The site was formerly under the oversight of the California Regional Water Quality Control Board (CRWQCB). (CRWQCB) has overseen the site investiation and remediation since approximately 1986. Previous sampling activities have confirmed both soil and groundwater contamination. Contaminants of concern identified in the groundwater and soil include benzene, ethyl benzene, 1,1-dichlorethane, 1,1-dichloroethene, 4-methyl-2-pentanone (MIBK), toluene, and total xylene. The toluene, and xylene appear to be primarily located within the groundwater beneath the northern portion of the site whereas MIBK has been identified in the groundwater along the southwest corner of the site and may extend beyond the site boundary.

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(08/25/03) DTSC's comments on Draft Workplan to perform Interim Remeditation Activities.

(09/03/02) DTSC's comments on Site Characterization Update Investigation Workplan.

(12/07/01) DTSC commenced review of submitted documents for work previously conducted on site.

(12/10/01) Scoping meeting held between proponent and DTSC.

(12/20/01) First Draft of Response Action Agreement (RAA) sent to proponent and DTSC legal department.

Site: INMONT CORPORATION
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:

id: 1928112711141986 28 0 0 0 0

FACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. FACILITY DRIVE-BYSITE SCREENING DONE DRUMS ARE VISIBLE. (11/14/86)
ADJ TO RR TRAX - LA RIVER. MANY DRUM -RAW MAT L OR PRODUCT NOT TOO BAD. HWMB FILES FOR ANAHEIM FAC - PAC TEL HELP ID MFG PAINTS, RESINS - INK. (12/17/82)

Site: C & W CHEMICAL COMPANY, INC.
Address: 1328 WILLOW ST
City: LOS ANGELES
Map Loc: 254 - about .5 mile N of the subject
Status:

id: 1928115001021988 28 0 0 0 0

FACILITY DRIVE-BY BLDG NEWLY PAINTED NO ID. SMALL, PAVED YARD. NOFACILITY IDENTIFIED ID FROM DRIVE-BYS TO VICINITY. (12/17/82)
SITE SCREENING DONE PAL RECOMMENDED BASED ON LACK OF INFO. (01/07/88 VIS PROBS ADVISE QUEX. (06/16/83)
)

Site: NATIONAL AEROSOL
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status:

id: 19220018 103101 MANU - TEXTILE MILL PRODUCTS

Actions:
PRELIMINARY ENDANGERMENT ASSESSMENT (PASI) - completed on 03/16/01.
This facility was built in 1947. In 1970 Grow Group Inc. purchased this facility and became National Aerosol Products. Grow Group Inc. on behalf of National Aerosol Company removed three underground storage tanks, one 12,000 gallon methylene chloride tank, one 5,000 gallon toluene tank, and one 1,500 gallon Naptha tank. The tank removal was overseen by Los Angeles City Fire Department.

(11/01/01) Based on confirmatory soil analysis, No Further Action required.

Site: PUREX CORP TURCO PRODS
Address: INDUSTRIAL ST
City: LOS ANGELES
Status:

id: 1928118801191984 28 0 0 0 0

FACILITY IDENTIFIED ID FROM ERRIS (09/29/83)
SITE SCREENING DONE MFG DETERGENTS/SOAPS. FAC MAY NO LONGER EXIST (1SOURCE ACT) PROD OF CLEANING COMPOUND SUBMIT TO EPA (01/19/84)
2/04/87)

CORTESE State of California Office of Planning and Research

This database is a consolidation of information from various sources. It is maintained by the State Office of Planning and Research and lists potential and confirmed hazardous waste or substances sites.

Facilities that have been reported elsewhere in this report will not be included in the listing below.

Status Codes:	WRCBT	Tank leaks. Compiled by Water Resource Control Board
	DHS1	Abandoned hazardous waste site. Compiled by Toxic Substance Control Div. of DHS
	DHS2	Contaminated public water drinking wells serving less than 200 connections. Compiled by Env. Health Div. of DHS
	DHS3	Contaminated public water drinking wells serving more than 200 connections
	DHS5	Sites pursuant to section 25356 of the Health and Safety Code (see BEP)

CWMB Solid waste disposal sites with known migration of hazardous waste

No listings within 1 mile radius of the subject site.

LUST Leaking Underground Storage Tanks - California State

The Leaking Underground Storage Tanks Information System is maintained by the State Water Resource Board pursuant to Section 25295 of the Health and Safety Code.

This section includes tank cases located on militay installation.

Status Codes:		
	0	No action
	1	Leak being confirmed
	3A	Prel site assessment workplan submitted
	3B	Prel site assessment underway
	5C	Pollution characterization
	5R	Remediation plan
	7	Remedial action underway
	8	Post remedial action monitoring
	9	Case closed
	P	Case purged from agency list

This list has been researched within 1 mile radius of the subject site.

Site: EXXON #7-8407 (FORMER)
Address: 1935 E 7TH ST
City: LOS ANGELES
Map Loc: 72 - about .2 mile N of the subject
Status: CLSD - Case Closed

The case, 03700643, .

AQUIFER USED FOR DRINKING WATER SUPPLY

Site: GREYHOUND LINES INC
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: - -

The case, 03770957, .

SOIL

1994-01-01: TANK REMOVAL REPORT / UST SAMPLING REPORT
2005-02-01: SOIL AND WATER INVESTIGATION WORKPLAN
2005-11-01: SOIL AND WATER INVESTIGATION WORKPLAN

Site: SHELL
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .4 mile SE of the subject
Status: NRA -

Site: FORMER SHELL SERVICE STATION
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .3 mile SE of the subject
Status: - -

The case, 000005293, .

Site: LA CITY FIRE DEPARTMENT
Address: 2474 PORTER ST
City: LOS ANGELES
Map Loc: 179 - about .4 mile SE of the subject
Status: CLSD - Case Closed

The case, 03700648, .

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

Site: CITY OF LA - BUREAU OF STREET
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile NE of the subject
Status: - -

The case, 03720097, .

SOIL

1993-08-01: TANK REMOVAL REPORT / UST SAMPLING REPORT
1994-03-24: PRELIMINARY SITE ASSESSMENT REPORT
1994-04-18: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2002-09-01: SITE ASSESSMENT REPORT
2004-01-05: SOIL AND WATER INVESTIGATION REPORT
2006-03-17: REMEDIAL PROGRESS REPORT
2006-04-24: CORRESPONDENCE
2006-05-17: STAFF LETTER
2006-07-18: REMEDIAL PROGRESS REPORT
2006-07-18: REMEDIAL PROGRESS REPORT
2008-05-05: REQUEST FOR CLOSURE
2014-09-10: STATE WATER BOARD – CLOSURE ORDER

Site: UNOCAL #0152 FORMER
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: CLSD - Case Closed

The case, 03700649, .

SOIL

Site: ST. MAINT. SERVICE YARD
Address: 1451 E 6TH ST
City: LOS ANGELES
Map Loc: 217 - about .4 mile N of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03793035, .

SOIL

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: INACT - Inactive

The case, 048C1697, .

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: OPEN -

The case, 002048C00, .

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: ASSM - Site Assessment

The case, 04761666, .

Site: ASPHALT PLANT #1, SITE 8/25
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 248 - about .5 mile SE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700654, is managed by the Regional Water Quality Board.

SOIL

2009-06-11: STAFF LETTER
2009-07-13: OTHER REPORT / DOCUMENT
2010-02-12: CLOSURE/NO FURTHER ACTION LETTER

Site: A-ABBEY METALS INTERNATIONAL
Address: 1931 MATEO ST
City: LOS ANGELES
Map Loc: 272 - about .5 mile S of the subject
Status: CLSD - Case Closed

The case, 03774420, .

SOIL

1995-02-27: SITE ASSESSMENT REPORT
1995-05-19: STAFF LETTER
2011-10-26: CLOSURE/NO FURTHER ACTION LETTER - #1

Site: GOLDEN STATE MUTUAL LIFE INS.
Address: 1112 LONG BEACH AVE
City: LOS ANGELES
Map Loc: 273 - about .5 mile W of the subject
Status: CLSD - Case Closed

The case, 03705510, .

SOIL

Site: 7TH ST L.A. PUBLIC WORKS MAINT
Address: 2300 E 7TH ST
City: LOS ANGELES
Map Loc: 280 - about .5 mile E of the subject
Status: CLSD - Case Closed

The case, 03779702, .

SOIL

2009-06-26: CLOSURE/NO FURTHER ACTION LETTER

Site: TEXACO TRUCK STOP (FORMER)
Address: 1345 E 7TH ST
City: LOS ANGELES
Map Loc: 281 - about .5 mile NW of the subject
Status: CLSD - Case Closed

The case, 03700645, .

AQUIFER USED FOR DRINKING WATER SUPPLY

1997-12-12: * HISTORICAL ENFORCEMENT

Site: METRO DIVISION 1 MAINTENACE FA
Address: 1130 E 6TH ST
City: LOS ANGELES
Map Loc: 285 - about .6 mile NW of the subject
Status: ASSM - Site Assessment

The case, 000000634, .

2001-06-22: SITE ASSESSMENT REPORT
2002-11-19: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2004-11-08: MONITORING REPORT - OTHER
2004-11-16: RISK ASSESSMENT REPORT
2004-11-19: REQUEST FOR CLOSURE
2006-02-16: NOTICE TO COMPLY
2006-04-13: SOIL AND WATER INVESTIGATION WORKPLAN
2006-04-18: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2006-06-27: OTHER REPORT / DOCUMENT
2006-06-27: OTHER REPORT / DOCUMENT
2006-07-18: SITE ASSESSMENT REPORT
2007-01-24: PILOT STUDY/ TREATABILITY REPORT
2007-02-05: INTERIM REMEDIAL ACTION PLAN
2007-07-20: REQUEST FOR CLOSURE

Site: ANGELICA TEXTILE SERVICES
Address: 1225 RIO VISTA AVE
City: LOS ANGELES
Map Loc: 286 - about .6 mile E of the subject
Status: CLSD - Case Closed

The case, 03718930, .

SOIL

Site: SEARS ROEBUCK & CO
Address: 2555 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 288 - about .6 mile SE of the subject
Status: NRA -

Site: 76 PRODUCTS STATION #4010
Address: 791 S CENTRAL AVE
City: LOS ANGELES
Map Loc: 290 - about .6 mile W of the subject
Status: CLSD - Case Closed

The case, 03700647, .

SOIL

Site: LA MTA DIVISION 1
Address: 624 S CENTRAL AVE
City: LOS ANGELES
Map Loc: 291 - about .6 mile NW of the subject
Status: CLSD - Case Closed

The case, 03700642, .

SOIL

Site: RYDER TRUCK RENTAL #91
Address: 1508 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 293 - about .6 mile SW of the subject
Status: - -

The case, 03700651, .

SOIL

1998-10-08: TANK REMOVAL REPORT / UST SAMPLING REPORT
1999-07-30: SOIL AND WATER INVESTIGATION REPORT
2000-02-09: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
2002-03-14: SOIL AND WATER INVESTIGATION WORKPLAN
2003-04-10: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2004-04-05: SOIL AND WATER INVESTIGATION REPORT
2004-10-25: STAFF LETTER
2006-09-19: SITE ASSESSMENT REPORT
2007-11-20: CAP/RAP - FEASIBILITY STUDY REPORT

Site: ZIMMERMAN DEVELOPMENT INC
Address: 560 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 294 - about .6 mile NW of the subject
Status: CLSD - Case Closed

The case, 046K1651, .

Site: ACTA NORTH - LA PRINT WORKSITE
Address: 1960 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 295 - about .6 mile S of the subject
Status: CLSD - Case Closed

The case, 603763452, .

2002-12-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-004-SFG
Address: 2000 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 296 - about .7 mile S of the subject
Status: CLSD - Case Closed

The case, 603749698, .

2003-05-16: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - MACCARTHY CO.
Address: 2010 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 298 - about .7 mile S of the subject
Status: CLSD - Case Closed

The case, 603724740, .

2002-11-04: CLOSURE/NO FURTHER ACTION LETTER

Site: WATER CHEMISTS INC.
Address: 1275 S BOYLE AVE
City: LOS ANGELES
Map Loc: 299 - about .7 mile E of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700670, .

SOIL

Site: ROLO TRANSPORTATION
Address: 536 SEATON ST
City: LOS ANELES
Map Loc: 300 - about .7 mile NW of the subject
Status: CLSD - Case Closed

The case, 03792226, is managed by the Regional Water Quality Board.

SOIL

2006-01-31: STAFF LETTER
2006-03-03: OTHER REPORT / DOCUMENT
2007-01-20: SOIL AND WATER INVESTIGATION WORKPLAN
2007-07-17: SOIL AND WATER INVESTIGATION REPORT
2008-01-15: MONITORING REPORT - QUARTERLY
2008-04-15: MONITORING REPORT - QUARTERLY
2008-07-15: MONITORING REPORT - QUARTERLY
2008-12-17: STAFF LETTER
2009-01-15: SOIL AND WATER INVESTIGATION WORKPLAN

2009-02-18: STAFF LETTER
2009-03-18: WELL INSTALLATION REPORT
2009-04-15: MONITORING REPORT - QUARTERLY
2009-09-21: CLOSURE/NO FURTHER ACTION LETTER

Monitoring well: MW1 active
lat/long: 34.0404317/-118.236648
depth to gw: 96.5 - 98.3
sample data: BZ .5 UG/L 2008-03-17 (max 66 UG/L 2008-03-17)
BZME 1.2 UG/L 2008-03-17
e data: BZ .5 UG/L 2008-03-17 (max 66 UG/L 2008-03-17)
BZME 1.2 UG/L 2008-03-17
DRO 754 UG/L 2008-06-04 (max 5330 UG/L 2007-06-04)
GRO 62 UG/L 2009-06-25 (max 786 UG/L 2008-03-17)
OILM 591 PPM 2007-06-04 (max 2320 PPM 2007-06-04)
XYLENE6 UG/L 2008-03-17)
OILM 591 PPM 2007-06-04 (max 2320 PPM 2007-06-04)
XYLENES 1.1 UG/L 2008-06-04 (max 5.5 UG/L 2008-03-17)
S 1.1 UG/L 2008-06-04 (max 5.5 UG/L 2008-03-17)

Monitoring well: MW2 active
lat/long: 34.0403135/-118.2365096
depth to gw: 97.02 - 97.02

Monitoring well: MW2 active
lat/long: 34.0403135/-118.2365096
depth to gw: 97.02 - 97.02
sample data: BZ .6 UG/L 2009-06-25 (max 1.1 UG/L 2009-05-28)
BZME 24 UG/L 2009-06-25
DRO 58.2 PPM 2009-05-28 (max 1340 PPM 2009-05-28)
GRO 34.6 PPM 2009-05-28 (max 327 PPM 2009-05-28)
OILM 58.9 PPM 2009-05-28 (max 2420 PPM 2009-05-28)
XYLENES .099 PPM 2009-05-28 (max 58.9 PPM 2009-05-28)

Monitoring well: MW3 active
lat/long: 34.0402482/-118.2367007
depth to gw: 97.18 - 97.18

Monitoring well: MW3 active
lat/long: 34.0402482/-118.2367007
depth to gw: 97.18 - 97.18
sample data: BZ .002 PPM 2009-05-28 (max 58.9 PPM 2009-05-28)

Site: ALAMEDA PETROLEUM TRUCK STOP
Address: 1631 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 301 - about .7 mile SW of the subject
Status: CLSD - Case Closed

The case, 03779269, .

SOIL

Site: ACTA NORTH - TRIM CONNECTOR
Address: 2018 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 302 - about .7 mile S of the subject
Status: CLSD - Case Closed

The case, 99992906, .

2002-07-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ALAMEDA PETROLEUM TRUCK STOP
Address: 1625 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 303 - about .7 mile SW of the subject

Status: CLSD - Case Closed

The case, 03756291, .

SOIL

2004-07-28: SOIL VAPOR EXTRACTION (SVE)
2007-10-15: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA
Address: 2026 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 305 - about .7 mile S of the subject
Status: CLSD - Case Closed

Drinking water/well is impacted. The case, 03760880, .

SOIL

Site: ACTA NORTH- SMILE KNIT FACILIT
Address: 2026 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 305 - about .7 mile S of the subject
Status: CLSD - Case Closed

The case, 603716167, .

2002-06-06: CLOSURE/NO FURTHER ACTION LETTER

Site: MOBIL #11-LID
Address: 1166 S SOTO ST
City: LOS ANGELES
Map Loc: 306 - about .7 mile E of the subject
Status: CLSD - Case Closed

The case, 03700663, .

SOIL

Site: SEARS #1008/8128
Address: 2650 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 307 - about .7 mile SE of the subject
Status: CLSD - Case Closed

The case, 03739167, .

SOIL

Site: SUPERFINE TEXACO
Address: 500 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 308 - about .7 mile NW of the subject
Status: - -

The case, 000004817, .

1989-05-22: SITE ASSESSMENT REPORT
1989-07-28: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN

1993-10-07: REQUEST FOR CLOSURE
1999-01-06: OTHER REPORT / DOCUMENT

Site: ARCO
Address: 500 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 308 - about .7 mile NW of the subject
Status: CLSD - Case Closed

The case, 03700539, .

SOIL

1989-05-22: SITE ASSESSMENT REPORT
1989-07-28: CORRECTIVE ACTION PLAN / REMEDIAL ACTION PLAN
1993-10-07: REQUEST FOR CLOSURE
1999-01-06: SITE ASSESSMENT REPORT

Site: ECKDAHL WAREHOUSE CO
Address: 501 S ANDERSON ST
City: LOS ANGELES
Map Loc: 309 - about .8 mile NE of the subject
Status: NRA -

Site: ACTA NORTH - PERMANENT EXCLUSI
Address: 2047 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 310 - about .8 mile S of the subject
Status: CLSD - Case Closed

The case, 603724043, .

2002-11-21: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - SANTA FE LIQUOR
Address: 2050 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 311 - about .8 mile S of the subject
Status: CLSD - Case Closed

The case, 99992907, .

2002-07-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-009-SFG
Address: 2056 S SANTA FE AVE,& 2058
City: LOS ANGELES
Map Loc: 312 - about .8 mile S of the subject
Status: CLSD - Case Closed

The case, 603793555, .

Site: ACTA NORTH - TRINITY SPORTS
Address: 2066 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 313 - about .8 mile S of the subject
Status: CLSD - Case Closed

The case, 99992908, .

2002-07-18: CLOSURE/NO FURTHER ACTION LETTER

Site: DOMESTIC LINEN SUPPLY
Address: 1600 S COMPTON AVE
City: LOS ANGELES
Map Loc: 314 - about .8 mile SW of the subject
Status: - -

The case, 03700646, .

OTHER GROUNDWATER (USES OTHER THAN DRINKING WATER)

1968-06-27: OTHER REPORT / DOCUMENT
1993-06-29: OTHER REPORT / DOCUMENT
1993-07-01: PRELIMINARY SITE ASSESSMENT REPORT
1993-07-01: TANK REMOVAL REPORT / UST SAMPLING REPORT
1995-07-27: CAP/RAP - FEASIBILITY STUDY REPORT
1995-07-27: CAP/RAP - FEASIBILITY STUDY REPORT
1996-01-24: TECHNICAL CORRESPONDENCE / ASSISTANCE / OTHER
2014-09-21: CLEAN UP FUND - CASE CLOSURE REVIEW SUMMARY REPORT (RSR)
2014-10-27: NOTIFICATION - PUBLIC NOTICE OF CASE CLOSURE

Site: ACTA NORTH- INDUSTRIAL MEDICA
Address: 2112 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 315 - about .8 mile S of the subject
Status: CLSD - Case Closed

The case, 603780270, .

2002-07-17: CLOSURE/NO FURTHER ACTION LETTER

Site: SHELL SERVICE STATION
Address: 1410 S SOTO ST
City: LOS ANGELES
Map Loc: 316 - about .8 mile SE of the subject
Status: CLSD - Case Closed

The case, 03753581, .

SOIL

2002-12-23: TANK REMOVAL REPORT / UST SAMPLING REPORT
2009-03-16: SITE ASSESSMENT REPORT
2013-05-09: NOTICE OF VIOLATION - #20139
2014-04-02: NOTIFICATION - PUBLIC NOTICE OF CASE CLOSURE
2014-06-25: STATE WATER BOARD – CLOSURE ORDER
2014-11-17: CLOSURE/NO FURTHER ACTION LETTER - #11/6/2014

Site: ACTA- PARCERLS NE-038/039,NE-1
Address: 2426 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 318 - about .8 mile S of the subject
Status: CLSD - Case Closed

The case, 603738391, .

2003-06-20: CLOSURE/NO FURTHER ACTION LETTER

Site: HOLLENBECK HOME TRUST
Address: 573 S BOYLE AVE
City: BOYLE HEIGHTS

Map Loc: 320 - about .8 mile NE of the subject
Status: CLSD - Case Closed

The case, 03700835, .

AQUIFER USED FOR DRINKING WATER SUPPLY

Site: VACAN LOT/CTMC LLC
Address: 2455 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 323 - about .9 mile S of the subject
Status: - -

The case, 000006072, .

2014-07-21: REFERRAL TO REGIONAL BOARD
2014-12-09: STAFF LETTER
2014-12-18: STAFF LETTER
2015-01-09: OTHER REPORT / DOCUMENT

Site: ACTA NORTH - PARCEL NE-019-SFG
Address: 2214 S SANTA FE AVE,& 2226 S
City: LOS ANGELES
Map Loc: 326 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603716817, .

2003-03-14: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-017/018
Address: 2214 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 326 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603706738, .

2003-05-19: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-017/018
Address: 2214 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 326 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603765975, .

Site: CENTRAL REPAIR YARD
Address: 2469 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 327 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 03700644, .

SOIL

Site: PACE ENTERPRISES
Address: 360 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 328 - about .9 mile NW of the subject
Status: NRA -

Site: MOBIL #11-EKT
Address: 909 S SOTO ST
City: LOS ANGELES
Map Loc: 330 - about .9 mile E of the subject
Status: CLSD - Case Closed

Drinking water/well is impacted. The case, 03700674, is managed by the Regional Water Quality Board.

AQUIFER USED FOR DRINKING WATER SUPPLY

2003-01-15: MONITORING REPORT - QUARTERLY
2003-01-17: * NO ACTION
2003-04-15: MONITORING REPORT - QUARTERLY
2003-07-15: MONITORING REPORT - QUARTERLY
2003-10-15: MONITORING REPORT - QUARTERLY
2004-01-15: MONITORING REPORT - QUARTERLY
2004-02-10: SOIL AND WATER INVESTIGATION WORKPLAN
2004-04-15: MONITORING REPORT - QUARTERLY
2004-06-15: CAP/RAP - FEASIBILITY STUDY REPORT
2004-07-15: MONITORING REPORT - QUARTERLY
2004-07-16: UNKNOWN
2004-10-15: MONITORING REPORT - QUARTERLY
2005-01-15: MONITORING REPORT - QUARTERLY
2005-04-15: MONITORING REPORT - QUARTERLY
2005-07-15: MONITORING REPORT - QUARTERLY
2005-08-10: INTERIM REMEDIAL ACTION PLAN
2005-10-15: MONITORING REPORT - QUARTERLY
2005-10-31: SOIL AND WATER INVESTIGATION REPORT
2006-01-15: MONITORING REPORT - QUARTERLY
2006-04-15: MONITORING REPORT - QUARTERLY
2006-05-24: SOIL VAPOR EXTRACTION (SVE)
2006-07-15: MONITORING REPORT - QUARTERLY
2006-10-15: MONITORING REPORT - QUARTERLY
2007-01-15: MONITORING REPORT - QUARTERLY
2007-04-15: MONITORING REPORT - QUARTERLY
2007-07-15: MONITORING REPORT - QUARTERLY
2007-10-15: MONITORING REPORT - QUARTERLY
2008-01-15: MONITORING REPORT - QUARTERLY
2008-04-15: MONITORING REPORT - QUARTERLY
2008-07-15: MONITORING REPORT - QUARTERLY
2008-08-13: SOIL AND WATER INVESTIGATION WORKPLAN
2008-10-15: MONITORING REPORT - QUARTERLY
2008-12-18: SOIL AND WATER INVESTIGATION REPORT
2009-01-15: MONITORING REPORT - QUARTERLY
2009-04-15: MONITORING REPORT - QUARTERLY
2009-06-15: STAFF LETTER
2009-07-15: MONITORING REPORT - QUARTERLY
2009-09-18: CLOSURE/NO FURTHER ACTION LETTER
2009-09-18: NOTIFICATION - PRECLOSURE

Monitoring well:	MW01 active	
lat/long:	34.034142/-118.2160656	
depth to gw:	33 - 35.9	
sample data:	ALK	181 MG/L 2009-01-07
	BZ	25.3 UG/L 2007-04-25 (max 1630 UG/L 2004-02-23)
	BZME	.63 UG/L 2007-11-12 (max 864 UG/L 2003-06-25)
	DIPE	< 10 UG/L 2006-07-26
	EBZ	.52 UG/L 2007-11-12 (max 245 UG/L 2005-06-08)
	ETBE	< 10 UG/L 2006-07-26
	ETHANOL	< 500 UG/L 2006-07-26
	FE2	.139 MG/L 2008-10-14 (max 4.93 MG/L 2008-07-14)
	GRO	28.9 UG/L 2008-01-21 (max 17400 UG/L 2003-03-11)
	GROC4C12	146 UG/L 2007-04-25 (max 2070 UG/L 2006-01-25)

	MTBE	1.39 UG/L 2009-01-07 (max 73.3 UG/L 2003-11-24)
	NO3N	4.13 MG/L 2009-01-07
	OXYGEN	3.47 MG/L 2009-01-07
	PHCG	2300 UG/L 2006-07-26 (max 12600 UG/L 2003-11-24)
	SO4	637 MG/L 2009-01-07
	TAME	< 10 UG/L 2006-07-26
	TBA	< 50 UG/L 2006-07-26 (max 120 UG/L 2006-04-26)
	XYLENES	.53 UG/L 2008-01-21 (max 2350 UG/L 2003-11-24)
	XYLENES1314	48 UG/L 2002-09-23
	XYLO	53 UG/L 2002-09-23

Monitoring well: MW02 active
lat/long: 34.034098/-118.2161551
depth to gw: 35.33 - 35.94

Monitoring well: MW02 active
lat/long: 34.034098/-118.2161551
depth to gw: 35.33 - 35.94

sample data:	BZ	1160 UG/L 2004-02-23 (max 3500 UG/L 2003-06-25)
	BZME	532 UG/L 2004-02-23 (max 862 UG/L 2003-03-11)
	DIPE	< 2 UG/L 2002-09-23
	EBZ	239 UG/L 2004-02-23 (max 455 UG/L 2003-06-25)
	ETBE	< 2 UG/L 2002-09-23
	ETHANOL	< 100 UG/L 2002-09-23
	GRO	12800 UG/L 2003-03-11
	MTBE	15.4 UG/L 2004-02-23 (max 12800 UG/L 2002-09-23)
	PHCG	4150 UG/L 2004-02-23 (max 4860 UG/L 2003-09-17)
	TAME	3.4 UG/L 2003-11-24 (max 3.5 UG/L 2002-12-18)
	TBA	26.6 UG/L 2004-02-23 (max 120 UG/L 2002-09-23)
	XYLENES	506 UG/L 2004-02-23 (max 891 UG/L 2003-03-11)
	XYLENES1314	1.1 UG/L 2002-09-23
	XYLO	.73 UG/L 2002-09-23 (max 1.1 UG/L 2002-09-23)

Monitoring well: MW03 active
lat/long: 34.0341793/-118.2161745
depth to gw: 31.11 - 35.93

Monitoring well: MW03 active
lat/long: 34.0341793/-118.2161745
depth to gw: 31.11 - 35.93

sample data:	ALK	193 MG/L 2009-01-07 (max 244 MG/L 2008-07-14)
	BZ	1.35 UG/L 2007-11-12 (max 5700 UG/L 2003-11-24)
	BZME	.53 UG/L 2007-11-12 (max 2440 UG/L 2002-12-18)
	DIPE	< 2 UG/L 2006-10-25 (max 20 UG/L 2002-09-23)
	EBZ	1.02 UG/L 2007-11-12 (max 455 UG/L 2002-12-18)
	ETBE	< 2 UG/L 2006-10-25 (max 20 UG/L 2002-09-23)
	ETHANOL	< 100 UG/L 2006-10-25 (max 1000 UG/L 2002-09-23)
	FE2	.107 MG/L 2008-10-14 (max 100 MG/L 2008-07-14)
	GRO	35.5 UG/L 2008-07-14 (max 14000 UG/L 2002-12-18)
	GROC4C12	664 UG/L 2007-01-24 (max 2850 UG/L 2005-10-27)
	MTBE	.64 UG/L 2008-01-21 (max 12.1 UG/L 2003-11-24)
	NO3N	11.6 MG/L 2009-01-07 (max 11.8 MG/L 2008-10-14)
	OXYGEN	3.61 MG/L 2009-01-07
	PHCG	230 UG/L 2006-10-25 (max 20400 UG/L 2003-11-24)
	SO4	231 MG/L 2009-01-07 (max 261 MG/L 2008-07-14)
	TAME	< 2 UG/L 2006-10-25 (max 20 UG/L 2002-09-23)
	TBA	< 10 UG/L 2006-10-25 (max 100 UG/L 2002-09-23)
	XYLENES	.4 UG/L 2008-01-21 (max 3350 UG/L 2003-11-24)
	XYLENES1314	550 UG/L 2002-09-23
	XYLO	310 UG/L 2002-09-23

Monitoring well: MW04 active
lat/long: 34.0341793/-118.2161745
depth to gw: 36.24 - 36.4

Monitoring well: MW04 active
lat/long: 34.0341793/-118.2161745
depth to gw: 36.24 - 36.4

sample data:	BZ	1.4 UG/L 2004-02-23 (max 310 UG/L 2003-06-16)
	BZME	1.4 UG/L 2003-11-24
	DIPE	< 1.1 UG/KG 2003-06-16 (max 1.4 UG/KG 2003-06-16)
	EBZ	< 1.1 UG/KG 2003-06-16
	ETBE	< 1.1 UG/KG 2003-06-16

ETHANOL	< 530 UG/KG 2003-06-16
MTBE	< 2.1 UG/KG 2003-06-16 (max 530 UG/KG 2003-06-16)
PHCG	65.4 UG/L 2003-11-24
TAME	< 1.1 UG/KG 2003-06-16 (max 65.4 UG/KG 2003-06-16)
TBA	5 UG/KG 2003-06-16 (max 21 UG/KG 2003-06-16)
XYLENES	1.8 UG/L 2003-11-24
XYLENES1314	< 2.1 UG/KG 2003-06-16
XYLO	< 1.1 UG/KG 2003-06-16 (max 2.1 UG/KG 2003-06-16)

Monitoring well: MW05 active
lat/long: 34.0339759/-118.2161162
depth to gw: 33.16 - 37.48

Monitoring well: MW05 active
lat/long: 34.0339759/-118.2161162
depth to gw: 33.16 - 37.48
sample data:

ALK	243 MG/L 2009-01-07 (max 348 MG/L 2008-07-14)
BZ	.39 UG/L 2006-10-25 (max 243 UG/L 2006-04-26)
BZME	.48 UG/L 2008-04-14 (max 1 UG/L 2006-04-26)
CH4	595 UG/L 2009-01-07
DIPE	< 2 UG/L 2006-10-25
EBZ	< 1 UG/L 2006-10-25 (max 2 UG/L 2006-04-26)
ETBE	< 2 UG/L 2006-10-25
ETHANOL	< 100 UG/L 2006-10-25
FE2	9.04 MG/L 2009-01-07 (max 15.3 MG/L 2008-07-14)
GRO	341 UG/L 2008-07-14 (max 459 UG/L 2008-04-14)
MTBE	.57 UG/L 2006-10-25 (max 1 UG/L 2006-04-26)
NO3N	6.37 MG/L 2009-01-07
OXYGEN	5.34 MG/L 2009-01-07
PCE	.29 UG/L 2009-05-26 (max 5.34 UG/L 2009-05-26)
PHCG	61 UG/L 2006-10-25 (max 100 UG/L 2006-04-26)
SO4	471 MG/L 2009-01-07
TAME	< 2 UG/L 2006-10-25
TBA	36.8 UG/L 2008-01-21
TCLME	.57 UG/L 2009-05-26 (max 36.8 UG/L 2009-05-26)
XYLENES	.35 UG/L 2008-04-14 (max 1 UG/L 2006-04-26)

Monitoring well: MW06 active
lat/long: 34.0340446/-118.21627
depth to gw: 36.1 - 37.91

Monitoring well: MW06 active
lat/long: 34.0340446/-118.21627
depth to gw: 36.1 - 37.91
sample data: ACE 13.2 UG/L 2009-05-26

Site: ACTA NORTH - PRONTO MONEY
Address: 2520 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 331 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 99992917, .

2002-08-29: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - CJ FASHIONS
Address: 2312 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 332 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 99992910, .

2002-07-25: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-022-SFG
Address: 2320 S SANTA FE AVE

City: LOS ANGELES
Map Loc: 333 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603720851, .

2003-05-27: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-024-SFG
Address: 2328 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 334 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603747743, .

2003-05-21: CLOSURE/NO FURTHER ACTION LETTER

Site: SHELL
Address: 1541 S CENTRAL AVE
City: LOS ANGELES
Map Loc: 335 - about .9 mile W of the subject
Status: CLSD - Case Closed

The case, 03700653, .

SOIL

Site: ACTA NORTH - K & K APPAREL
Address: 2300 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 336 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 99992909, .

2002-07-25: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PACEL NE - 040
Address: 2540 E WASHINGTON BLVD, EAST
City: LOS ANGELES
Map Loc: 337 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603770417, .

2003-03-07: CLOSURE/NO FURTHER ACTION LETTER

Site: IWP FACILITY - TRUCK SCALE ARE
Address: 2451 E 23RD ST
City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603785102, .

2002-12-10: COMPLAINT

Site: ACTA NORTH - PARCEL NE - 042
Address: 2451 E 23RD ST , EAST

City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 603797227, .

2003-03-07: CLOSURE/NO FURTHER ACTION LETTER
2003-04-03: OTHER REPORT / DOCUMENT
2003-04-10: * NO ACTION

Site: ACTA NORTH - PERMANENT EXCLUSI
Address: 2460 E 23RD ST
City: LOS ANGELES
Map Loc: 339 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 99992916, .

2002-08-26: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - COPIES & PAPER
Address: 2324 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 340 - about .9 mile S of the subject
Status: CLSD - Case Closed

The case, 99992911, .

2002-08-06: CLOSURE/NO FURTHER ACTION LETTER

Site: LINDA VISTA HOSPITAL
Address: 610 S ST LOUIS ST
City: LOS ANGELES
Map Loc: 342 - about .9 mile NE of the subject
Status: CLSD - Case Closed

The case, 03792895, .

AQUIFER USED FOR DRINKING WATER SUPPLY

2000-12-12: STAFF LETTER
2004-04-15: MONITORING REPORT - QUARTERLY
2004-07-15: MONITORING REPORT - QUARTERLY
2004-10-15: NOTIFICATION - PRECLOSURE
2004-10-29: CLOSURE/NO FURTHER ACTION LETTER
2005-01-14: UNKNOWN

Site: EKCO METALS
Address: 1700 PERRINO PL
City: LOS ANGELES
Map Loc: 348 - about 1. mile SE of the subject
Status: ASSM - Site Assessment

The case, 43701699, .

Site: EKCO METALS
Address: 1700 PERRINO PL
City: LOS ANGELES
Map Loc: 348 - about 1. mile SE of the subject
Status: CLSD - Case Closed

The aquifer is potentially impacted. The case, 03700675, .

SOIL

SWIS Solid Waste Information System

As legislated under the Solid Waste Management and Resource Recovery Act of 1972, the California Waste Management Board maintains lists of certain facilities, i.e. Active solid waste disposal sites, Inactive or Closed solid waste disposal sites and Transfer facilities.

This list has been researched within 1 mile radius of the subject site.

Site: MISSION ROAD RECYCLING & TRANS
Address: 840 S MISSION RD
City: LOS ANGELES (CITY)
Map Loc: 157 - about .4 mile E of the subject
Status:

id: 19-AR-1183

Unit: 01
Activity: LARGE VOLUME TRANSFER/PROC FACILITY
Status: ACTIVE (Operational)
PERMITTED (Regulatory)
Inspection: MONTHLY

Waste: CONSTRUCTION/DEMOLITION,GREEN MATERIALS,MIXED MUNICIPAL

Permit Date: PERMITDATE
Capacity: 500000 TONS/YEAR
Operator: WASTE MANAGEMENT INC - BRADLEY LF & MISS
9081 TUJUNGA AVENUE, 2ND FLOOR
SUN VALLEY CA
818-7676180
Owner: WASTE MANAGEMENT INC - BRADLEY LF & MISS
9081 TUJUNGA AVENUE, 2ND FLOOR
SUN VALLEY CA
818-7676180

Site: WTR MISSION RD RECYCLING/XFER
Address: 840 S MISSION RD
City: LOS ANGELES
Map Loc: 157 - about .4 mile E of the subject
Status: ACTIV - Active

id: E 1200 TP ACTIVE

Site: LOONEY BINS/DOWNTOWN DIVERSION
Address: 2424 E OLYMPIC BLVD, BUILD #2
City: LOS ANGELES (CITY)
Map Loc: 177 - about .4 mile SE of the subject
Status:

id: 19-AR-1224

Unit: 01
Activity: LARGE VOL CDI DEBRIS PROC. FACILITY
Status: ACTIVE (Operational)
PERMITTED (Regulatory)
Inspection: MONTHLY

Waste: CONSTRUCTION/DEMOLITION

Permit Date: PERMITDATE
Capacity: 525000 TONS/YEAR
Operator: LOONEY BINS, INC./DOWNTOWN DIVERSION INC
12153 MONTAGUE ST.
PACOIMA CA
818-4858341
Owner: SOUTHERN CALIFORNIA GAS COMPANY
8315 CENTURY PARK CT., CP21E
SAN DIEGO CA
-

Site: ANGELUS WESTERN PAPER FIBERS,
Address: 2474 PORTER ST
City: LOS ANGELES (CITY)
Map Loc: 179 - about .4 mile SE of the subject
Status:

id: 19-AR-1185

Unit: 01
Activity: LARGE VOLUME TRANSFER/PROC FACILITY
Status: ACTIVE (Operational)
PERMITTED (Regulatory)
Inspection: MONTHLY

Waste: MIXED MUNICIPAL

Permit Date: PERMITDATE
Capacity: 700 TONS/DAY
Operator: ANGELUS WESTERN PAPER FIBERS, INC.
2474 PORTER STREET
LOS ANGELES CA
213-6239221
Owner: BLOOM INVESTMENT
30 PROSPECT DRIVE
PIEDMONT CA
510-2541500

Site: SAND BAGGER TIRE 2
Address: 649 S ANDERSON ST
City: LOS ANGELES
Map Loc: 292 - about .6 mile NE of the subject
Status:

id: 19-TI-1160

Unit: 01
Activity: TIRE DEALER
Status: ACTIVE (Operational)
EXCLUDED (Regulatory)
Inspection: NONE

Waste: TIRES, PASSENGER
Tires: 3500 3/24/00 3500 3/24/00Operator: SAND BAGGER TIRES 2
649 SOUTH ANDERSON
LOS ANGELES CA
323-2654662

Site: CALTRANS- ALAMEDA MAINTENANCE
Address: 1740 E 15TH ST
City: LOS ANGELES (CITY)
Map Loc: 297 - about .7 mile SW of the subject
Status:

id: 19-AR-1245

Site: Laidlaw/Washington Blvd. Close
Address: 1950 E WASHINGTON BLVD

City: LOS ANGELES
Map Loc: 319 - about .8 mile SW of the subject
Status: CLSD - Closed

id: 19-CR-5501

Unit: 01
Activity: SOLID WASTE DISPOSAL SITE
Status: CLOSED (Operational)
UNPERMITTED (Regulatory)
Inspection: NONE

Site: LA CITY WASHINGTON BLVD
Address: 1950 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 319 - about .8 mile SW of the subject
Status:

id: 19-AA-5501

Unit: 01
Activity: SOLID WASTE DISPOSAL SITE
Status: CLOSED (Operational)
TO BE DETERMINED (Regulatory)
Inspection: QUARTERLY

Site: LAIDLAW/WASHINGTON BLVD. CLOSE
Address: 1950 E WASHINGTON BLVD
City: LOS ANGELES (CITY)
Map Loc: 319 - about .8 mile S of the subject
Status:

id: 19-AR-5501

Unit: 01
Activity: SOLID WASTE DISPOSAL SITE
Status: CLOSED (Operational)
UNPERMITTED (Regulatory)
Inspection: QUARTERLY

Permit Date: PERMITDATE

Site: AGEN TRANSFER & RECYCLING CENT
Address: 2620 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 346 - about 1. mile SE of the subject
Status: PLND - Planned

id: 19-AR-1184

Unit: 01
Activity: LARGE VOLUME TRANSFER/PROC FACILITY
Status: PLANNED (Operational)
UNPERMITTED (Regulatory)
Inspection: NONE

WIP **Well Investigation Program**

The Well Investigation Program (AB1803) identifies groundwater that is already contaminated and empowers the California Department of Health Services and local health officers to order ongoing monitoring programs. The focus of this program is to monitor and protect drinking water.

No listings within 1 mile radius of the subject site.

WQ **Drinking Water Program**

The California Health and Safety Code section 116275-116300 stipulates that it is the intent of the Legislature to improve laws governing drinking water quality to improve upon the minimum requirements of the federal Safe Drinking Water Act Amendments of 1986, to establish primary drinking water standards that are at least as stringent as those established under the federal Safe Drinking Water Act, and to establish a program under this chapter that is more protective of public health than the minimum federal requirements.

In order to provide for the orderly and efficient delivery of safe drinking water the State Department of Health Services collect information on the quality of public drinking water wells under the California Drinking Program.

Below, the latest and maximum analysis of contaminants are reported (only positive reading are included). MCL is the Maximum Contaminant Level or enforceable drinking water standard. RPHL is the Recommended Public Health Level. Additional information is available upon request.

No listings within 1 mile radius of the subject site.

REGIONAL SOURCES

NT **Toxic Releases**

The California Regional Water Quality Control Boards or local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Releases, Spill, Leaks, Investigations and Cleanups (SLIC), Non-Tank Releases, Toxics List or similar, depending on the local agency.

This list has been researched within 1 mile radius of the subject site.

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: INACT - Inactive

id: SL0002048C00

000

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: ASSM - Site Assessment

id: SL204761666 , substance: PET, VOC

000 19

Site: BASF INMONT/SUN CHEMICAL
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: 1 - Leak being confirmed.

id: 4-441 , substance: VOCS

Site: BASF INMONT/SUN CHEMICAL
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: ASSM - Site Assessment

id: T0603700541 04 900130034

000 9 A

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: INACT - Inactive

id: SL2048C1697 , substance: PET, VOC

000 DT

Site: ZIMMERMAN DEVELOPMENT INC
Address: 560 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 294 - about .6 mile NW of the subject
Status: CLSD - Case Closed

id: SL2046K1651

000

Site: ACTA NORTH - LA PRINT WORKSITE
Address: 1960 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 295 - about .6 mile S of the subject
Status: CLSD - Case Closed

id: SL0603763452

0001 2002-12-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-004-SFG
Address: 2000 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 296 - about .7 mile S of the subject
Status: CLSD - Case Closed

id: SL0603749698

0001 2003-05-16: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - MACCARTHY CO.
Address: 2010 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 298 - about .7 mile S of the subject
Status: CLSD - Case Closed

id: SL0603724740

0001 2002-11-04: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - TRIM CONNECTOR
Address: 2018 S SANTA FE AVE
City: LOS ANGELES

Map Loc: 302 - about .7 mile S of the subject
Status: CLSD - Case Closed

id: SL599992906

0001 2002-07-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH- SMILE KNIT FACILIT
Address: 2026 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 305 - about .7 mile S of the subject
Status: CLSD - Case Closed

id: SL0603716167

0001 2002-06-06: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PERMANENT EXCLUSI
Address: 2047 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 310 - about .8 mile S of the subject
Status: CLSD - Case Closed

id: SL0603724043

0001 2002-11-21: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - SANTA FE LIQUOR
Address: 2050 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 311 - about .8 mile S of the subject
Status: CLSD - Case Closed

id: SL599992907

0001 2002-07-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-009-SFG
Address: 2056 S SANTA FE AVE, 2058
City: LOS ANGELES
Map Loc: 312 - about .8 mile S of the subject
Status: CLSD - Case Closed

id: SL0603793555

000

Site: ACTA NORTH - TRINITY SPORTS
Address: 2066 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 313 - about .8 mile S of the subject
Status: CLSD - Case Closed

id: SL599992908

0001 2002-07-18: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH- INDUSTRIAL MEDICA
Address: 2112 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 315 - about .8 mile S of the subject
Status: CLSD - Case Closed

id: SL0603780270

0001 2002-07-17: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA- PARCERLS NE-038/039,NE-1
Address: 2426 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 318 - about .8 mile S of the subject
Status: CLSD - Case Closed

id: SL0603738391

0001 2003-06-20: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-019-SFG
Address: 2214 S SANTA FE AVE, 2226
City: LOS ANGELES
Map Loc: 326 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL0603716817

0001 2003-03-14: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-017/018
Address: 2214 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 326 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL0603706738

0001 2003-05-19: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-017/018
Address: 2214 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 326 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL0603765975

000

Site: FORMER ACE PLATING
Address: 719 S TOWNE AVE
City: LOS ANGELES
Map Loc: 329 - about .9 mile NW of the subject
Status: ASSM - Site Assessment

id: T10000004814

0001 2013-08-30: STAFF LETTER
2013-12-10: CORRESPONDENCE
2014-01-06: STAFF LETTER

Site: ACTA NORTH - CJ FASHIONS
Address: 2312 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 332 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL599992910

0001 2002-07-25: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-022-SFG
Address: 2320 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 333 - about .9 mile S of the subject

Status: CLSD - Case Closed

id: SL0603720851

0001 2003-05-27: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - PARCEL NE-024-SFG
Address: 2328 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 334 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL0603747743

0001 2003-05-21: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - K & K APPAREL
Address: 2300 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 336 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL599992909

0001 2002-07-25: CLOSURE/NO FURTHER ACTION LETTER

Site: ALAMEDA CORRIDOR - L.A. RIVER
Address: 2540 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 337 - about .9 mile S of the subject
Status: 2

id: 4-0747 , substance: TPH/VOC/METAL

Site: IWP FACILITY
Address: 2451 E 23RD ST
City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: 1 - Leak being confirmed.

id: 4-0968 , substance: VOC, TPH.

Site: IWP FACILITY - FORMER TRUCK SC
Address: 2451 E 23RD ST
City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL204DP

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Site: ACTA NORTH - PARCEL NE - 042
Address: 2451 E 23RD ST
City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL0603797227

0001 2003-03-07: CLOSURE/NO FURTHER ACTION LETTER
2003-04-03: OTHER REPORT / DOCUMENT
2003-04-10: 2* NO ACTION

Site: IWP FACILITY - FORMER TRUCK SC
Address: 2451 E 23RD ST
City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: 9 - Case Closed.

id: SL204DP , substance: PET

Site: IWP FACILITY - FORMER TRUCK SC
Address: 2451 E 23RD ST
City: LOS ANGELES
Map Loc: 338 - about .9 mile S of the subject
Status: 9 - Case Closed.

id: SL204DP , substance: PET

Site: ACTA NORTH - PERMANENT EXCLUSI
Address: 2460 E 23RD ST
City: LOS ANGELES
Map Loc: 339 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL599992916

0001 2002-08-26: CLOSURE/NO FURTHER ACTION LETTER

Site: ACTA NORTH - COPIES & PAPER
Address: 2324 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 340 - about .9 mile S of the subject
Status: CLSD - Case Closed

id: SL599992911

0001 2002-08-06: CLOSURE/NO FURTHER ACTION LETTER

Site: EQUILLON BULK FUEL DISTRIBUTIO
Address: 2015 LONG BEACH AVE
City: LOS ANGELES
Map Loc: 347 - about 1. mile SW of the subject
Status: 1 - Leak being confirmed.

id: 4-1002 , substance: TPH/BTEX

Site: EKCO METALS
Address: 1700 PERRINO PL
City: LOS ANGELES
Map Loc: 348 - about 1. mile SE of the subject
Status: 1 - Leak being confirmed.

id: 4-1069 , substance: TPH, VOCS, PCBS

Site: EKCO METALS
Address: 1700 PERRINO PL
City: LOS ANGELES
Map Loc: 348 - about 1. mile SE of the subject
Status: INACT - Inactive

id: SLT43701699

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LD Land Disposal Sites

The Land Disposal program managed by the State Water Control Board, regulates the waste discharge to land for treatment, storage and disposal in waste management units. Waste managment units include waste piles, surface impoundments, and landfills. California Code of Regulations (CCR) Title 23, (Chapter 15) contains the regulatory requirements for hazardous waste. CCR Title 27, contains the regulatory requirements for wastes other than hazardous waste.

This list has been researched within 1 mile radius of the subject site.

Site: THE CALIFORNIA ENDOWMENT
Address: 1000 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 187 - about .4 mile SW of the subject
Status: CLSD - Case Closed

id: L10009031380

000

Site: NORTHEAST EAST INTER. SEWER
Address: MISSION & JESSE AVE
City: LOS ANGELES
Map Loc: 233 - about .5 mile NE of the subject
Status: CLSD - Case Closed

id: L10009158058

000

Site: NOS-ECIS PROJECT
Address: MISSION & JESSE AVE
City: LOS ANGELES
Map Loc: 233 - about .5 mile NE of the subject
Status: CLSD - Case Closed

id: L10001809954

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TPC Toxic Pits

The Toxic Pits Clean-Up Act (Katz Bill) places strict limitations on the discharge of liquid hazardous wastes into surface impoundment, toxic ponds, pits and lagoons. Regional Water Quality Control Boards are required to inspect all surface impoundment annually, in addition, every facility was required to file a Hydrogeological Assessment Report. Recent legislation allows the Department of Health Services to exempt facilities that closed on or before December 31, 1985, if a showing is made that no significant environmental risk remains (AB1046).

Special exemption provisions have been created for surface impoundment that receive mining wastes.

No listings within 1 mile radius of the subject site.

SWAT Solid Waste Assessment Test - Regional

This program, provided for under the Calderon legislation (Section 13273 of the Water Code), requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

Site operators are required to file Solid Waste Assessment Test reports on a staggered basis. Operators of the 150 highest ranking (Rank 1) sites were required to submit Solid Waste Assessment Tests by July 1, 1987, Rank 2 in 1988 and so on.

Operators submit water quality tests to the Regional Water Quality Control Board, describing surface and groundwater quality and supply; and the geology within 1 mile of the site. Air quality tests are submitted to the local Air Quality Management District or Air Pollution Control District.

This program is currently not funded and thus not updated.

Status Codes: Facilities or sites are ranked within each region on a scale 1-15 according to priority.

This list has been researched within 1 mile radius of the subject site.

Site: 7TH ST & ANDERSON ST DUMP-L A
Address: 7TH ST & ANDERSON
City: LOS ANGELES
Map Loc: 283 - about .6 mile NE of the subject
Status: 6 - Case Reopened

6

Site: LA CITY-WASHINGTON BLVD LANDFI
Address: 1919 E WASHINGTON BLVD
City: LOS ANGELES
Map Loc: 321 - about .8 mile SW of the subject
Status:

OPERATING PERMITS

Various agencies issue operating permits or regulate the handling, movements, storage and disposal of hazardous materials and require mandatory reporting. The inclusion in this section does not imply that an environmental problem exists presently or has in the past.

RCRA-G Resource Conservation and Recovery Information System - Generators

The Environmental Protection Agency regulates generators of hazardous material through the Resource Conservation and Recovery Act (RCRA). All hazardous waste generators are required to notify EPA of their existence by submitting the Federal Notification of Regulated Waste Activity Form (EPA Form 8700-12) or a state equivalent form. The notification form provides basic identification information and specific waste activities.

Status Codes: L - Generators who generate at least 1000 kg/mo of non-acutely hazardous waste (or 1 kg/mo of acutely hazardous waste).
S - Generators who generate 100 kg/mo but less than 1000 kg/mo of non-acutely haz waste.
T - Transporter.

This list has been researched within half of a mile radius of the subject site.

Site: JM BUS BODY REPAIR
Address: 2026 BAY ST
City: LOS ANGELES
Map Loc: 3 - about .0 mile E of the subject
Status: S - Small Generator

Permit id#: CAD982368672

Acknowledge date 03/31/1991.
Activities at this facility include:
AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENANCE

Site: T A GREENE CO INC
Address: 1100 MATEO ST
City: LOS ANGELES
Map Loc: 6 - about .0 mile S of the subject
Status: S - Small Generator

Permit id#: CAD982487464

Acknowledge date 03/31/1991.
Activities at this facility include:
COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL ELECTRIC LIGHTING FIXTURE MANUFACTURING

Site: GOLDEN PLATING INC
Address: 930 MATEO ST
City: LOS ANGELES
Map Loc: 7 - about .0 mile N of the subject
Status: S - Small Generator

Permit id#: CAD139410401

Acknowledge date 03/31/1991.
Activities at this facility include:
ELECTROPLATING, PLATING, POLISHING, ANODIZING, AND COLORING
On 08/13/1990 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 08/13/1990 of LDR - General. On 08/01/1991 written informal was issued.
On 08/13/1990 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 08/13/1990 of LDR - General. On 01/18/1991 written informal was issued.
On 08/13/1990 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 08/13/1990 of RCRA regulations. On 08/01/1991 written informal was issued.
On 08/13/1990 a compliance evaluation inspection on-site was performed by EPA. A violation was discovered on 08/13/1990 of RCRA regulations. On 01/18/1991 written informal was issued.

Site: ATLANTIC CHEM CORP
Address: 2030 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 8 - about 7. mile SE of the subject
Status: S - Small Generator

Permit id#: CAD000819623

Acknowledge date 03/31/1991.

Site: MEDIA LITHOGRAPHICS INC
Address: 2036 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 9 - about .0 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD982467631

Acknowledge date 03/31/1991.
Activities at this facility include:
PRINTING

Site: REZEX CORP
Address: 1901 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 21 - about .1 mile SW of the subject
Status:

Permit id#: CAD982005571

Site: THEATRICAL CREATIONS INC
Address: 1005 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 24 - about .1 mile E of the subject
Status: S - Small Generator

Permit id#: CAD008499352

Acknowledge date 03/31/1991.

Site: AMERICIAN PRODUCE
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: S - Small Generator

Permit id#: CAD981967300

Acknowledge date 03/31/1991.

Site: ALBEE COLLECTION
Address: 1109 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 38 - about .1 mile SE of the subject
Status: S - Small Generator

Permit id#: CA0000341461

Acknowledge date 09/23/1994.

Site: ZULA PRODUCTION
Address: 2123 BAY ST
City: LOS ANGELES
Map Loc: 40 - about .1 mile E of the subject
Status: S - Small Generator

Permit id#: CA0000198903

Acknowledge date 07/08/1994.

Site: LOS ANGELES IMPRINTS
Address: 1201 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 43 - about .1 mile SE of the subject

Status: S - Small Generator

Permit id#: CAR000098418

Site: J AND J AUTO REPAIR
Address: 1127 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 44 - about .1 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD983660986

Acknowledge date 03/11/1993.

Site: P M DESIGNS
Address: 1218 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 47 - about .1 mile SE of the subject
Status: S - Small Generator

Permit id#: CAR000091256

Site: CARLOS Y RAMON
Address: 2222 DAMON ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile S of the subject
Status:

Permit id#: CAD982415077

Site: WOLFE CREATIONS OF CAL, INC
Address: 2433 E 8TH ST
City: LOS ANGELES
Map Loc: 67 - about .2 mile SE of the subject
Status:

Permit id#: CAD008312563

Site: LOS ANGELES USD METROPOLITAN H
Address: 727 S WILSON ST
City: LOS ANGELES
Map Loc: 76 - about .2 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982022568

Acknowledge date 03/31/1991.

Site: LOS ANGELES TIMES COMMUNICATIO
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status: L - Large Generator

Permit id#: CAD983637471

Acknowledge date 08/16/2000.
Activities at this facility include:
NEWSPAPER PUBLISHERS

Site: NATIONAL RESOURCES INC

Address: 2450 E 8TH ST
City: LOS ANGELES
Map Loc: 80 - about .2 mile SE of the subject
Status:

Permit id#: CAD981430036

Acknowledge date 03/31/1991.

Site: ADECO
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status:

Permit id#: CAD028453231

Acknowledge date 03/31/1991.

Site: YUN CHO PRINTING
Address: 1371 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 101 - about .2 mile SE of the subject
Status: S - Small Generator

Permit id#: CA0000148874

Acknowledge date 07/08/1994.

Site: MISSION FURNITURE MFG CO.
Address: 673 MATEO ST
City: LOS ANGELES
Map Loc: 103 - about .2 mile N of the subject
Status:

Permit id#: CAD981400385

Site: A E P IND
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status:

Permit id#: CA0000245829

Site: A E P INDUSTRIES
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: S - Small Generator

Permit id#: CAD981368491

Acknowledge date 03/31/1991.
Activities at this facility include:
COATED PAPER BAG AND POUCH MANUFACTURING

Site: POUR LE BEBE
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: S - Small Generator

Permit id#: CAD008309916

Acknowledge date 05/13/1993.

Activities at this facility include:
CUT AND SEW APPAREL MANUFACTURING

Site: TEAM SPORTS WEAR
Address: 1503 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 124 - about .3 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD983668641

Acknowledge date 09/08/1993.

Site: PENSKE TRUCK LEASING CO LP
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status: S - Small Generator

Permit id#: CAD981974041

Acknowledge date 03/31/1991.
Activities at this facility include:
TRUCK, UTILITY TRAILER, AND RV (RECREATIONAL VEHICLE) RENTAL AND LEASING

Site: MISSION FURNITURE MFG CO#
Address: 652 S IMPERIAL ST
City: LOS ANGELES
Map Loc: 126 - about .3 mile N of the subject
Status: S - Small Generator

Permit id#: CAD009546052

Acknowledge date 03/31/1991.
Activities at this facility include:
NONUPHOLSTERED WOOD HOUSEHOLD FURNITURE MANUFACTURING

Site: MARTIN METALS INC
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status:

Permit id#: CAD008377129

Acknowledge date 03/31/1991.
On 11/21/1991 a focused compliance inspection of converted from v2 rcrainfo was performed by the State. A violation was discovered on 07/21/1992 of TSD - General Facility Standards. On 07/21/1992 final 3008(a) compliance order was issued.
On 11/21/1991 a focused compliance inspection of converted from v2 rcrainfo was performed by the State. A violation was discovered on 03/27/1992 of TSD - General Facility Standards. On 07/21/1992 final 3008(a) compliance order was issued.
On 07/21/1993 a follow-up inspection was performed by the State.

Site: ARROW ENVIRONMENTAL SOLUTIONS
Address: 1331 S WILSON ST
City: LOS ANGELES
Map Loc: 134 - about .3 mile SW of the subject
Status:

Permit id#: CAR000099150

This facility is a transporter, used oil transporter.
Activities at this facility include:
SPECIALIZED FREIGHT (EXCEPT USED GOODS) TRUCKING, LOCAL

Site: E G SMITH CONSTRUCTION PRD INC
Address: 1333 S WILSON ST

City: LOS ANGELES
Map Loc: 135 - about .3 mile SW of the subject
Status:

Permit id#: CAD981569213

Acknowledge date 03/31/1991.

Site: ALAMEDA LA MGP SITE
Address: 725 S CHANNING ST
City: LOS ANGELES
Map Loc: 136 - about .3 mile NW of the subject
Status: L - Large Generator

Permit id#: CAR000177840

Activities at this facility include:
REMEDIATION SERVICES

Site: GREYHOUND LINES INC
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: L - Large Generator

Permit id#: CAD981439342

Acknowledge date 10/12/1999.
Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
CHARTER BUS INDUSTRY
INTERURBAN AND RURAL BUS TRANSPORTATION
OTHER SUPPORT ACTIVITIES FOR ROAD TRANSPORTATION

Site: ARROW RECYCLING SOLUTIONS INC
Address: 1333 WILSON ST
City: LOS ANGELES
Map Loc: 148 - about .3 mile SW of the subject
Status:

Permit id#: CAR000050161

This facility is a transporter.Acknowledge date 10/29/1999.
Activities at this facility include:
SPECIALIZED FREIGHT (EXCEPT USED GOODS) TRUCKING, LOCAL
On 03/24/2006 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 03/24/2006 of Transporters - Manifest and Recordkeeping. On 03/30/2006 written informal was issued.
On 03/24/2006 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 03/24/2006 of Transporters - General. On 03/30/2006 written informal was issued.
On 03/24/2006 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 03/24/2006 of Transporters - Manifest and Recordkeeping. On 08/11/2006 single site ca/fo was issued.
On 03/24/2006 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 03/24/2006 of Transporters - Manifest and Recordkeeping. On 03/30/2006 written informal was issued.
On 03/24/2006 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 03/24/2006 of Transporters - General. On 08/11/2006 single site ca/fo was issued.
On 03/24/2006 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 03/24/2006 of Transporters - HW Discharges. On 03/30/2006 written informal was issued.
On 10/18/2011 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 10/18/2011 of Generators - Pre-transport. On 10/18/2011 written informal was issued.
On 10/18/2011 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 10/18/2011 of State Statute or Regulation. On 04/05/2012 single site ca/fo was issued.
On 10/18/2011 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 10/18/2011 of Transporters - General. On 04/05/2012 single site ca/fo was issued.
On 10/18/2011 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 10/18/2011 of Transporters - General. On 10/18/2011 written informal was issued.
On 10/18/2011 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 10/18/2011 of State Statute or Regulation. On 10/18/2011 written informal was issued.
On 10/18/2011 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 10/18/2011 of Transporters - General. On 10/18/2011 written informal was issued.
On 03/24/2006 a significant non-complier was performed by the State.

On 10/18/2011 a significant non-complier was performed by the State.
On 08/10/2006 a not a significant non-complier was performed by the State.
On 04/05/2012 a not a significant non-complier was performed by the State.

Site: LA 7TH ST CONSOLIDATED FAC
Address: 2172 E 7TH ST
City: LOS ANGELES
Map Loc: 153 - about .4 mile NE of the subject
Status: L - Large Generator

Permit id#: CAD981962699

Acknowledge date 03/31/1991.

Site: LA SOUTH CENTRAL
Address: 2172 E 7TH ST
City: LOS ANGELES
Map Loc: 153 - about .4 mile NE of the subject
Status: L - Large Generator

Permit id#: CAD981692619

Activities at this facility include:
Activities at this facility include:
COMMERCIAL AND INDUSTRIAL MACHINERY AND EQUIPMENT (EXCEOTHER AUTOMOTIVE MECHANICAL AND ELECTRICAL REPAIR AND MAINTENANCE
PT AUTOMOTIVE AND ELECTRONIC) REPAIR AND MAINTENANCE

Site: SHELL OIL CO
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .3 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD981406101

Acknowledge date 07/21/1998.

Site: WASTE TRANSFER AND RECYCLING
Address: 840 S MISSION RD
City: LOS ANGELES
Map Loc: 157 - about .4 mile E of the subject
Status: S - Small Generator

Permit id#: CAD983650953

Acknowledge date 02/16/1993.
Activities at this facility include:
SOLID WASTE COLLECTION

Site: MACK TRUCKS INC
Address: 2340 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 162 - about .4 mile S of the subject
Status: S - Small Generator

Permit id#: CAD981655582

Acknowledge date 07/16/1992.

Site: SPIRIT ACTIVEWEAR INC
Address: 2150 E 10TH ST
City: LOS ANGELES
Map Loc: 167 - about .4 mile S of the subject
Status:

Permit id#: CAR000087403

Acknowledge date 01/01/0001.

Site: LOS ANGELES TIMES
Address: 1321 WHOLESALE ST
City: LOS ANGELES
Map Loc: 168 - about .4 mile NW of the subject
Status:

Permit id#: CAD982500860

Acknowledge date 09/23/1994.

Site: SOUTHERN CALIFORNIA GAS CO - O
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: L - Large Generator

Permit id#: CAD981422017

Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
ELECTRIC BULK POWER TRANSMISSION AND CONTROL
NATURAL GAS DISTRIBUTION
NATURAL GAS DISTRIBUTION
On 02/23/1996 a compliance evaluation inspection on-site was performed by the State.
On 02/09/2004 a compliance evaluation inspection on-site was performed by a State contractor.
On 09/13/2011 a financial record review was performed by EPA.
On 02/09/2001 a compliance evaluation inspection on-site was performed by the State.
On 02/21/2001 a financial record review was performed by the State.
On 12/30/2003 a compliance evaluation inspection on-site was performed by the State.
On 02/03/2004 a financial record review was performed by the State.
On 04/20/2006 a compliance evaluation inspection on-site was performed by the State.
On 06/12/2006 a financial record review was performed by the State. A violation was discovered on 06/12/2006 of TSD - Financial Requirements. On 06/13/2006 written informal was issued.
On 06/12/2006 a financial record review was performed by the State. A violation was discovered on 06/12/2006 of TSD - Financial Requirements. On 06/13/2006 written informal was issued.
On 10/29/2007 a compliance evaluation inspection on-site was performed by the State.
On 10/31/2007 a financial record review was performed by the State. A violation was discovered on 10/31/2007 of TSD - Financial Requirements. On 11/01/2007 written informal was issued.
On 09/16/2008 a compliance evaluation inspection on-site was performed by the State.
On 10/06/2008 a financial record review was performed by the State. A violation was discovered on 10/06/2008 of State Statute or Regulation. On 10/07/2008 written informal was issued.
On 04/27/2012 a compliance evaluation inspection on-site was performed by the State.
On 09/24/2012 a financial record review was performed by the State.

Site: LOS ANGELES FIRE STA 17
Address: 1601 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 178 - about .4 mile S of the subject
Status:

Permit id#: CAD981690209

Site: ALL NU ICE CO INC
Address: 1549 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 183 - about .4 mile NW of the subject
Status:

Permit id#: CAD980888572

Acknowledge date 03/31/1991.

Site: 7TH STREET CONSOLIDATED FACILI
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile NE of the subject

Status: L - Large Generator

Permit id#: CAD981692379

Activities at this facility include:
Activities at this facility include:
AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENGENERAL AUTOMOTIVE REPAIR
ANCE

Site: 7TH STREET CONSOLIDATED FACILI
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile NE of the subject
Status: S - Small Generator

Permit id#: CAR000140434

Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
AUTOMOTIVE BODY, PAINT, INTERIOR, AND GLASS REPAIR
EDUCATIONAL SUPPORT SERVICES
GENERAL AUTOMOTIVE REPAIR

Site: E C I PRINTING
Address: 747 WAREHOUSE ST
City: LOS ANGELES
Map Loc: 189 - about .4 mile W of the subject
Status: S - Small Generator

Permit id#: CAR000088963

Site: L N COLOR
Address: 1381 E 6TH ST
City: LOS ANGELES
Map Loc: 190 - about .4 mile N of the subject
Status: S - Small Generator

Permit id#: CAD983638636

Acknowledge date 07/16/1992.
Activities at this facility include:
PHOTOFINISHING

Site: VOLKSWORKS
Address: 1448 E 6TH ST
City: LOS ANGELES
Map Loc: 192 - about .4 mile N of the subject
Status: S - Small Generator

Permit id#: CAD982050726

Acknowledge date 03/31/1991.

Site: UNION CENTRAL COLD STORAGE INC
Address: 1525 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 193 - about .4 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD981583891

Acknowledge date 03/31/1991.
Activities at this facility include:
REFRIGERATED WAREHOUSING AND STORAGE

Site: U S BRASS
Address: 1350 ELWOOD ST
City: LOS ANGELES
Map Loc: 195 - about .4 mile SW of the subject
Status: S - Small Generator

Permit id#: CAT080012545

Acknowledge date 03/31/1991.
Activities at this facility include:
PLUMBING AND HEATING EQUIPMENT AND SUPPLIES (HYDRONICS) WHOLESALERS

Site: H & H OLYMPIC SERVICE
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status:

Permit id#: CAD982052854

Site: UNOCAL SVC STA #0152
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status:

Permit id#: CAD981646607

Site: BUTLER WASH RACK
Address: 1367 E 7TH ST
City: LOS ANGELES
Map Loc: 197 - about .4 mile NW of the subject
Status:

Permit id#: CAD981172547

Site: QUEMETCO INC
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: S - Small Generator

Permit id#: CAR000066969

Site: BASF WYANDOTTE METROPOL DIST
Address: 1366 E 6TH ST
City: LOS ANGELES
Map Loc: 203 - about .4 mile N of the subject
Status:

Permit id#: CAT080029861

Acknowledge date 10/18/1999.

Site: AD ART CO
Address: 1427 E 6TH ST
City: LOS ANGELES
Map Loc: 205 - about .4 mile N of the subject
Status: S - Small Generator

Permit id#: CAD067754929
2Acknowledge date 02/16/1993.

Acknowledge date 02/16/1993.
Activities at this facility include:
Activities at this facility include:
INDUSTRIAL DESIGN SERVICES
SIGN MANUFACTURING

Site: METROPOLITAN DISTRIBUTION CTRS
Address: 1340 E 6TH ST
City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status:

Permit id#: CAD006814370

This facility is a transporter.Acknowledge date 03/31/1991.

Site: COAST LIGHTING
Address: 1359 CHANNING ST
City: LOS ANGELES
Map Loc: 216 - about .4 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD981643034

Acknowledge date 03/31/1991.

Site: LA ST MAINT STORAGE YARD
Address: 1451 E 6TH ST
City: LOS ANGELES
Map Loc: 217 - about .4 mile N of the subject
Status: S - Small Generator

Permit id#: CAD981988322

Acknowledge date 03/31/1991.

Site: AMERICAN PRESIDENT LINES LTD
Address: 1301 E 6TH ST
City: LOS ANGELES
Map Loc: 218 - about .4 mile N of the subject
Status:

Permit id#: CAR000013243

Acknowledge date 09/10/1996.

Site: NADELL AND CO INC
Address: 1313 E 6TH ST, ST
City: LOS ANGELES
Map Loc: 220 - about .4 mile NW of the subject
Status: T - Transporter

Permit id#: CAD047456678

Site: ENVIRONMENTAL TRANSLOADING SVC
Address: 654 S MYERS ST
City: LOS ANGELES
Map Loc: 226 - about .4 mile NE of the subject
Status:

Permit id#: CAD020763751

This facility is a transporter.Acknowledge date 05/02/1997.
On 06/26/1998 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 06/28/1998 of Transporters - General. On 06/28/1998 written informal was issued.
On 01/28/2000 a compliance evaluation inspection on-site was performed by the State. A violation was discovered on 01/28/2000 of Transporters - Manifest and Recordkeeping. On 01/28/2000 written informal was issued.

Site: OLYMPIC PLATING AND POLIS
Address: 843 S NAOMI AVE
City: LOS ANGELES
Map Loc: 227 - about .5 mile W of the subject
Status: S - Small Generator

Permit id#: CAD008253205

Acknowledge date 03/31/1991.
Activities at this facility include:
Activities at this facility include:
FABRICATED PIPE AND PIPE FITTING MANUFACTURING
INSTITUTIONAL FURNITURE MANUFACTURING
On 03/31/1981 a compliance evaluation inspection on-site was performed by EPA.

Site: J&J DIESEL
Address: 919 MC GARRY ST
City: LOS ANGELES
Map Loc: 228 - about .5 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD981634629

Acknowledge date 03/31/1991.

Site: WINTER & BAIN, INC
Address: 1410 ELWOOD ST
City: LOS ANGELES
Map Loc: 229 - about .5 mile SW of the subject
Status:

Permit id#: CAD008315145

Site: ACME DIE CUTTING SERVICE
Address: 581 MATEO ST
City: LOS ANGELES
Map Loc: 231 - about .5 mile N of the subject
Status: S - Small Generator

Permit id#: CAD054836523

Acknowledge date 03/31/1991.
Activities at this facility include:
Activities at this facility include:
OTHER COMMERCIAL AND SERVICE INDUSTRY MACHINERY MANUFACSPECIAL DIE AND TOOL, DIE SET, JIG, AND FIXTURE MANUFACTURING
TURING

Site: LA STRUCTURAL YARD ZONE #1
Address: 2474 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 232 - about .5 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD981988447

Acknowledge date 03/31/1991.

Site: SE RYKOFF
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: S - Small Generator

Permit id#: CAD982349748

Acknowledge date 03/31/1991.

Site: S E RYKOFF CO
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: S - Small Generator

Permit id#: CAD981392095

Acknowledge date 03/31/1991.
Activities at this facility include:
ALL OTHER MISCELLANEOUS FOOD MANUFACTURING

Site: AESTHETIC FRAME DESIGN
Address: 1275 E 6TH ST
City: LOS ANGELES
Map Loc: 236 - about .5 mile NW of the subject
Status: S - Small Generator

Permit id#: CAD982416364

Acknowledge date 03/31/1991.

Site: BASE CORPORATION COATINGS & IN
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:

Permit id#: CAD055779417

Acknowledge date 10/18/1999.
Activities at this facility include:
Activities at this facility include:
PAINT AND COATING MANUFACTURING
PRINTING INK MANUFACTURING
On 10/21/1999 a compliance evaluation inspection on-site was performed by EPA.

Site: UNIVERSAL DYEING AND PRINTING
Address: 2303 E 11TH ST
City: LOS ANGELES
Map Loc: 239 - about .5 mile S of the subject
Status: E - Conditionally Exempt SQG

Permit id#: CAR000201822

Activities at this facility include:
TEXTILE AND FABRIC FINISHING MILLS

Site: L A IMAGES
Address: 584 MATEO ST
City: LOS ANGELES
Map Loc: 240 - about .5 mile N of the subject
Status: S - Small Generator

Permit id#: CAR000050849

Acknowledge date 04/07/1999.

Site: SAFFOLA QUALITY FOODS INC
Address: 633 S MISSION RD
City: LOS ANGELES
Map Loc: 245 - about .5 mile NE of the subject
Status: S - Small Generator

Permit id#: CAD131290330

Acknowledge date 03/31/1991.

Site: UNITED SIGNATURE FOODS
Address: 737 TERMINAL ST
City: LOS ANGELES
Map Loc: 247 - about .5 mile W of the subject
Status: S - Small Generator

Permit id#: CAD981368277

Acknowledge date 11/03/1998.
Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
Activities at this facility include:
ALL OTHER MISCELLANEOUS FOOD MANUFACTURING
ALL OTHER MISCELLANEOUS MANUFACTURING
EXTERMINATING AND PEST CONTROL SERVICES
FATS AND OILS REFINING AND BLENDING
PULP MILLS
SOAP AND OTHER DETERGENT MANUFACTURING

Site: LA ASPHALT PLANT #1
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 248 - about .5 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD981988389

Acknowledge date 03/31/1991.

Site: LA CITY MAINT ASPHALT PLT
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 248 - about .5 mile SE of the subject
Status: S - Small Generator

Permit id#: CAD981438120

Acknowledge date 03/31/1991.

Site: INK MAKERS INC
Address: 944 LONG BEACH AVE
City: LOS ANGELES
Map Loc: 251 - about .5 mile W of the subject
Status:

Permit id#: CAD058032285

Site: LIVER WILSON ST
Address: 1418 ELWOOD ST
City: LOS ANGELES
Map Loc: 252 - about .5 mile SW of the subject
Status:

Permit id#: CAD981635626

Site: C & W CHEMS CO INC
Address: 1328 WILLOW ST
City: LOS ANGELES
Map Loc: 254 - about .5 mile N of the subject
Status: S - Small Generator

Permit id#: CAD048478499

Acknowledge date 03/31/1991.
On 06/04/1985 a focused compliance inspection of converted from v2 rcrainfo was performed by the State. A violation was discovered on 06/04/1985 of RCRA regulations. On 06/04/1985 written informal was issued.

Site: JOEL & ARONOFF WEST INC
Address: 1323 WILLOW ST
City: LOS ANGELES
Map Loc: 259 - about .5 mile N of the subject
Status: S - Small Generator

Permit id#: CAD077236487

Acknowledge date 03/31/1991.

Site: MERRILL YOUNG
Address: 1926 E 14TH ST
City: LOS ANGELES
Map Loc: 262 - about .5 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD982507311

Acknowledge date 03/31/1991.
Activities at this facility include:
Activities at this facility include:
OTHER COMMERCIAL PRINTING
PRINTING

Site: PJS SCREEN PRINTING
Address: 1421 LAWRENCE ST
City: LOS ANGELES
Map Loc: 263 - about .5 mile SW of the subject
Status: S - Small Generator

Permit id#: CAD981390628

Acknowledge date 03/31/1991.

Site: COAST PRODUCE
Address: 2163 E 14TH ST
City: LOS ANGELES
Map Loc: 265 - about .5 mile S of the subject
Status:

Permit id#: CAR000082263

Site: LA PUMPING PLANT #10
Address: 2251 E 11TH ST
City: LOS ANGELES
Map Loc: 266 - about .5 mile S of the subject
Status: S - Small Generator

Permit id#: CAD981989817

Acknowledge date 03/31/1991.

Site: TERMINAL REFRIGERATING COMPANY
Address: 2233 JESSE ST
City: LOS ANGELES
Map Loc: 267 - about .5 mile NE of the subject
Status:

Permit id#: CAD006909014

Site: NATIONAL AEROSOL PRODS CO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: L - Large Generator

Permit id#: CAD008252355

Acknowledge date 03/31/1991.
Activities at this facility include:
Activities at this facility include:
METAL CAN MANUFACTURING
PAINT AND COATING MANUFACTURING

Site: DELTA CME
Address: 1751 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 274 - about .5 mile S of the subject
Status: S - Small Generator

Permit id#: CAD980884308

Acknowledge date 03/31/1991.

Site: SOS METALS INC
Address: 1920 S IMPERIAL ST
City: LOS ANGELES
Map Loc: 278 - about .5 mile S of the subject
Status: S - Small Generator

Permit id#: CAD081726069

Acknowledge date 03/31/1991.

Site: 7TH STREET CONSOLIDATED FACILI
Address: 2310 E 7TH ST
City: LOS ANGELES
Map Loc: 279 - about .6 mile E of the subject
Status: L - Large Generator

Permit id#: CAD981575657

Activities at this facility include:
Activities at this facility include:
AUTOMOTIVE BODY, PAINT, AND INTERIOR REPAIR AND MAINTENGENERAL AUTOMOTIVE REPAIR
ANCE

SARA **SARA Title III,section 313 (TRIS)**

Title III of the Superfund Amendments and Reauthorization Act,Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification(SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This database is also known as Toxic Release Information System (TRIS).

Below summary information for the last five year period is reported grouping the releases into air, water, underground injection, land, public offsite treatment (potw) and transportation offsite.

This list has been researched within half of a mile radius of the subject site.

Site: HILL BROTHERS CHEMICAL COMPANY

Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .1 mile E of the subject
Status:

Site: HILL BROTHERS CHEMICAL CO
Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .2 mile E of the subject
Status:
air: 1835102823 water: 977553696 inj: 808466720 land: 1279799602 potw: 844251724 tran: 1111045425
air: 811356737 water: 1095380273 inj: 892349774 land: 1163468858 potw: 1377849921 tran: 1380929605

Site: AMERICAN PRODUCE CO
Address: 2160 E 7TH ST
City: LOS ANGELES
Map Loc: 147 - about .3 mile NE of the subject
Status:
air: 1835102823 water: 977553696 inj: 808466720 land: 1380790578 potw: 844123715 tran: 1160787505
air: 811356737 water: 1095380273 inj: 876162382 land: 1163468858 potw: 1377849921 tran: 1380929605

Site: AMERICAN PRODUCE CO
Address: 2160 E 7TH ST
City: LOS ANGELES
Map Loc: 147 - about .3 mile NE of the subject
Status:

Site: BASE CORPORATION COATINGS & IN
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:
air: 1835102823 water: 977553696 inj: 808466720 land: 1396847409 potw: 894583622 tran: 1330851897
air: 811356737 water: 1095380273 inj: 825830734 land: 1163468858 potw: 1377849921 tran: 1380929605

Site: UNITED SIGNATURE FOODS
Address: 737 TERMINAL ST
City: LOS ANGELES
Map Loc: 247 - about .5 mile W of the subject
Status:
air: 1835102823 water: 977553696 inj: 808466720 land: 1498558770 potw: 927352395 tran: 1163147059
air: 811356737 water: 1095380273 inj: 960048462 land: 1163468858 potw: 1377849921 tran: 1380929605

Site: JOHN MORRELL & CO
Address: 1335 WILLOW ST
City: LOS ANGELES
Map Loc: 260 - about .5 mile N of the subject
Status:

Site: JOHN MORRELL & CO
Address: 1335 WILLOW ST

City: LOS ANGELES
Map Loc: 260 - about .5 mile N of the subject
Status:

air: 1835102823 water: 977553696 inj: 808466720 land: 1212822321 potw: 827477326 tran: 1463104307

air: 811356737 water: 1095380273 inj: 842607950 land: 1163468858 potw: 1377849921 tran: 1380929605

Site: NATIONAL AEROSOL PRODS CO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status:

air: 1835102823 water: 977553696 inj: 808466720 land: 1414410546 potw: 844254286 tran: 1160984881

air: 811356737 water: 1095380273 inj: 926494030 land: 1163468858 potw: 1377849921 tran: 1380929605

NC Nuclear Regulatory Commission Licensees

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated (10 CFR Ch 1.42) to protect the public health and safety, the common defense and security, and the environment by licensing, inspection, and environmental impact assessment for all nuclear facilities and activities, and for the import and export of special nuclear material.

No listings within half of a mile radius of the subject site.

PCB PCB Waste Handlers Database

The U.S. Environmental Protection Agency tracks generators, transporters, commercial stores and/or brokers and disposers of PCB's in accordance with the Toxic Substance Control Act. x

This list has been researched within half of a mile radius of the subject site.

Site: SOUTHERN CALIFORNIA GAS CO - O
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:

Permit id#: CAD981422017

PCS Permit Compliance System

PCS is a database that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS was developed by The U.S. Environmental Protection Agency to meet the information needs of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement states of NPDES facilities.

No listings within half of a mile radius of the subject site.

AFS **AIRS Facility System**

AFS contains emissions and compliance data on air pollution point sources tracked by the U.S. EPA and state and local environmental regulatory agencies. There are seven "criteria pollutants" for which data must be reported to EPA and stored in AIRS: PM10 (particulate matters less than 10 microns in size), carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, reactive volatile organic compounds (VOC), and ozone.

AFS replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aeromatic Data (SAROAD).

This list has been researched within half of a mile radius of the subject site.

Site: EMPIRE GAS INC OF LOS ANGELES
Address: 935 S WILSON ST
City: LOS ANGELES
Map Loc: 23 - about .1 mile NW of the subject
Status:

Permit id#: CAD072284227

Site: LOS ANGELES TIMES COMMUNICATIO
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status:

Permit id#: CAD983637471

Pollutants: VOC

Site: IMPERIAL TOY
Address: 2060 E 7TH ST
City: LOS ANGELES
Map Loc: 79 - about .2 mile N of the subject
Status:

Permit id#: 110037578975

Pollutants: CFC

Site: POUR LE BEBE
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status:

Permit id#: CAD008309916

Site: COMMERCIAL IRON WORKS
Address: 2424 PORTER ST
City: LOS ANGELES
Map Loc: 139 - about .3 mile SE of the subject
Status:

Permit id#: CAD006491120

Site: BASE CORPORATION COATINGS & IN
Address: 590 S SANTA FE AVE
City: LOS ANGELES

Map Loc: 237 - about .5 mile N of the subject
Status:
Permit id#: CAD055779417

Site: L.A. NUT HOUSE
Address: 737 TERMINAL ST
City: LOS ANGELES
Map Loc: 247 - about .5 mile W of the subject
Status:
Permit id#: CAD983570219

Site: MERRILL YOUNG
Address: 1926 E 14TH ST
City: LOS ANGELES
Map Loc: 262 - about .5 mile SW of the subject
Status:
Permit id#: CAD982507311

PE Section Seven Tracking System (SSTS)

SSTS evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year.

This list has been researched within half of a mile radius of the subject site.

Site: BEST MAINTENANCE SUPPLY CO
Address: 1922 E 7TH ST
City: LOS ANGELES
Map Loc: 68 - about .2 mile N of the subject
Status:
Permit id#: CAD007860570

Site: BEST HILLYARD
Address: 1922 E 7TH ST
City: LOS ANGELES
Map Loc: 68 - about .2 mile N of the subject
Status:
Permit id#: CAD981671795

Site: HILLYARD FLOOR CARE SUPPLY
Address: 1922 E 7TH ST
City: LOS ANGELES
Map Loc: 68 - about .2 mile N of the subject
Status:
Permit id#: CA0000614602

Site: S E RYKOFF CO
Address: 761 TERMINAL ST
City: LOS ANGELES

Map Loc: 234 - about .5 mile W of the subject
Status:
Permit id#: CAD981392095

Site: NATIONAL AEROSOL PRODS CO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status:
Permit id#: CAD008252355

FIFRA **FIFRA/TSCA Tracking System/ National Compliance Database (FTTS/NCDB)**

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA).

This list has been researched within half of a mile radius of the subject site.

Site: LOS ANGELES TIMES COMMUNICATIO
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status:
Permit id#: CAD983637471

Site: SOUTHERN CALIFORNIA GAS CO - O
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status:
Permit id#: CAD981422017

85Program ID: I09#19890413CA001 1
86Program ID: I09#19950125T01CA 1
87Program ID: I09#19960424T01CA 1

Site: EDEN MARKETING CORPORATION
Address: 901 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 188 - about .4 mile SW of the subject
Status:
Permit id#: 110022297646

37Program ID: C09#F-ADL-04-19

Site: UNITED SIGNATURE FOODS
Address: 737 TERMINAL ST
City: LOS ANGELES
Map Loc: 247 - about .5 mile W of the subject
Status:
Permit id#: CAD981368277

48Program ID: I09#199309272718 1

FFIS **Federal Facilities Information System (FFIS)**

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities (TSDs) owned and operated by federal agencies.

No listings within half of a mile radius of the subject site.

CICIS **Chemicals in Commerce Information System (CICIS)**

Chemicals in Commerce Information System contains an inventory of chemicals manufactured in commerce or imported for Toxic Substances Control Act regulated commercial purposes. CICIS allows EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA.

This list has been researched within half of a mile radius of the subject site.

Site: BASE CORPORATION COATINGS & IN
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status:
Permit id#: CAD055779417

FINDS **FINDS EPA Facility Index System**

The U.S. Environmental Protection Agency maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes.

Facilities that have been reported elsewhere in this report will not be listed under this category.

This list has been researched within half of a mile radius of the subject site.

Site: AMERICOLD LOGISTICS PLANT NUMB
Address: 2233 JESSE ST
City: LOS ANGELES
Map Loc: 267 - about .5 mile NE of the subject
Status:
Permit id#: 110000528484

HWIS **Hazardous Waste Information System**

The Department of Toxic Substance Control, California Environmental Protection Agency, maintains a a data base keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

Status Codes: EPA Facility Permit Number
CAL - State permanent number
CAC - State provisional or emergency number
CAH - State prov or perm number for household hazardous waste collections
CAI - State permanent number for exotic pest detection
CAS - State permanent number issued by county for emergency response
CAE - State prov number for hazardous waste removal caused by natural disasters
CAX - State permanent or provisional number issued prior to 1987. No longer used.
CLU - State permanent number issued by county for clandestine lab cleanup
CAR - Federal permanent number
CA - Federal permanent number

CAD - Federal permanent or provisional number. State provisional before 1988.
CAT - Federal permanent number
CAP - Federal provisional or emergency number

This list has been researched within half of a mile radius of the subject site.

Site: CONSOLIDATED FIBERS
Address: 2016 BAY ST
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAC000877320

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		1.67										

Site: MV TRANSPORTATION INC
Address: 2016 BAY ST
City: LOS ANGELES
Map Loc: 1 - the subject site
Status: EPA ID#: CAL000311558

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton											.29	
Other organic solids	ton										.1	.9	

Site: 1X CONSILDATED FIBERS
Address: 1005 MATEO ST
City: LOS ANGELES
Map Loc: 2 - about .0 mile N of the subject
Status: EPA ID#: CAC000902120

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		2.5										

Site: JM BUS BODY REPAIR
Address: 2026 BAY ST
City: LOS ANGELES
Map Loc: 3 - about .0 mile E of the subject
Status: EPA ID#: CAD982368672

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton							.13					
Unspecified solvent mixture	ton							.16					

Site: INTAGLIO CORP
Address: 2022 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 4 - about .0 mile SE of the subject
Status: EPA ID#: CAL000218337

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton								.18	.18			
Unspec organic liquid mixture	ton								.22				
Other organic solids	ton					.17	.44	.22					

Site: T A GREENE CO INC
Address: 1100 MATEO ST
City: LOS ANGELES
Map Loc: 6 - about 7. mile S of the subject
Status: EPA ID#: CAD982487464

Site: GOLDEN PLATING INC
Address: 930 MATEO ST
City: LOS ANGELES

Map Loc: 7 - about .0 mile N of the subject
Status: EPA ID#: CAD139410401

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with cyanides>1 g/l	ton	25.21											

Site: ATLANTIC CHEMICAL CORPORATION
Address: 2030 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 8 - about .0 mile SE of the subject
Status: EPA ID#: CAD000819623

Site: MEDIA LITHOGRAPHICS INC
Address: 2036 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 9 - about .0 mile SE of the subject
Status: EPA ID#: CAD982467631

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Restricted Metal Sludge	ton	.02											
Off-spec, aged or surplus org	ton	.6	1.5										

Site: ELITES SCREEN PRINTING DBA R2
Address: 915 MATEO ST, STE 302
City: LOS ANGELES
Map Loc: 10 - about .0 mile N of the subject
Status: EPA ID#: CAL000344590

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton									.01			

Site: WEST CENTRAL PRODUCE
Address: 2017 E VIOLET ST
City: LOS ANGELES
Map Loc: 11 - about .1 mile N of the subject
Status: EPA ID#: CAC000895064

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton		2.5										

Site: RANCHO ROBLES PROPERTIES INC
Address: 1910 BAY ST
City: LOS ANGELES
Map Loc: 12 - about .1 mile W of the subject
Status: EPA ID#: CAP400480494

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton		.12										
Contaminated soil	ton		3.05										

Site: WEST CENTRAL PRODUCE INC
Address: 2045 E VIOLET ST
City: LOS ANGELES
Map Loc: 13 - about .1 mile NE of the subject
Status: EPA ID#: CAC001462400

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton				1.46								

Site: WEST CENTRAL PRODUCE, INC
Address: 2045 E VIOLET ST
City: LOS ANGELES
Map Loc: 13 - about .1 mile NE of the subject
Status: EPA ID#: CAL000232133

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton							.52					

Site: CALIFORNIA DEPT OF TRANSPORTAT
Address: 2300 E 8TH ST
City: LOS ANGELES
Map Loc: 14 - about .1 mile S of the subject
Status: EPA ID#: CAC001158944

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton			1.95									

Site: LOUDLABS
Address: 2314 E 8TH ST
City: LOS ANGELES
Map Loc: 15 - about .1 mile S of the subject
Status: EPA ID#: CAL000371577

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton											.07	

Site: DEFUSION DBA HAN CHOLO CLOTHIN
Address: 1202 MATEO ST
City: LOS ANGELES
Map Loc: 16 - about .1 mile S of the subject
Status: EPA ID#: CAL000329368

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton										.13	.35	

Site: THE DOOR CONTROLS INC
Address: 2334 E
City: LOS ANGELES
Map Loc: 17 - about .1 mile S of the subject
Status: EPA ID#: CAC002552012

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						2.24						

Site: S D HERMAN CO
Address: 2339 E 8TH ST
City: LOS ANGELES
Map Loc: 18 - about .1 mile S of the subject
Status: EPA ID#: CAC001471432

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton				.1								

Site: GOLDEN FLOWERS
Address: 2341 E 8TH ST
City: LOS ANGELES
Map Loc: 19 - about .1 mile S of the subject
Status: EPA ID#: CAL000196637

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton					.3							

Site: REZEX CORP
Address: 1901 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 21 - about .1 mile W of the subject
Status: EPA ID#: CAD982005571

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Halogenated solvents	ton	1.37											
Liq with hal org>1g/l	ton		.23										

Site: RANCHO ROBLES PROP INC
Address: 1901 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 21 - about .1 mile W of the subject
Status: EPA ID#: CAP400480506

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		11.67										
Oil/water sludge	ton		.88										

Site: PRICE, STERN & SLOAN
Address: 1900 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 22 - about .1 mile W of the subject
Status: EPA ID#: CAC000783304

Site: DHL EXPRESS INC
Address: 1900 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 22 - about .1 mile W of the subject
Status: EPA ID#: CAC002640716

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec,aged/surplus inorg	ton									.01			
Off-spec, aged or surplus org	ton									.07			
Lab waste chemicals	ton									.01			

Site: FIRST VEHICLE SERVICES INC #48
Address: 1900 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 22 - about .1 mile W of the subject
Status: EPA ID#: CAL000341099

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton										.06		
Off-spec,aged/surplus inorg	ton										.08		
Off-spec, aged or surplus org	ton									.18			

Site: SECOND SIGHT PICTURES
Address: 935 S WILSON ST
City: LOS ANGELES
Map Loc: 23 - about .1 mile NW of the subject
Status: EPA ID#: CAL000116853

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Latex waste	ton		.46										
Paint sludge	ton		1.08										

Site: THEATRICAL CREATIONS INC
Address: 1005 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 24 - about .1 mile E of the subject
Status: EPA ID#: CAD008499352

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton	.45											

Site: CORSARO DAL
Address: 807 MATEO ST
City: LOS ANGELES
Map Loc: 27 - about .1 mile N of the subject
Status: EPA ID#: CAC000657752

Site: HALBERT BROS
Address: 2110 BAY ST
City: LOS ANGELES
Map Loc: 28 - about .1 mile E of the subject
Status: EPA ID#: CAC000016949

Site: JOAN B CORP
Address: 1119 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 29 - about .1 mile E of the subject
Status: EPA ID#: CAL000373016

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Latex waste	ton											1.22	
Latex waste	ton											.4	

Site: DIESEL COACH SERVICES
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: EPA ID#: CAL000313255

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton								.7	1.05	.45		

Site: AMERICAN PRODUCE CO
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: EPA ID#: CAD981967300

Site: MAMORU GEORGE SHIBUKAWA
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: EPA ID#: CAC002110712

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton				1.67								
Empty non-pesticide cont>30 gal	ton				10								

Site: DIESEL COACH SERVICES
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: EPA ID#: CAL000258958

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton							6.25	5.42				
Other organic solids	ton							.3	.2				

Site: DIESEL COACH
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: EPA ID#: CAC002187976

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton									.05			

Site: DIESEL COACH & TRUCK SERVICE
Address: 826 MATEO ST
City: LOS ANGELES

Map Loc: 30 - about .1 mile N of the subject
Status: EPA ID#: CAC002731872

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton											2.71	

Site: K & K LIFT ALL
Address: 939 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 32 - about .1 mile NE of the subject
Status: EPA ID#: CAL922555361

Site: DW FINISHING
Address: 823 MATEO ST
City: LOS ANGELES
Map Loc: 33 - about .1 mile N of the subject
Status: EPA ID#: CAL000329713

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton									.47	1.06	.65	

Site: HALSTED & HOGGAN INC
Address: 935 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 34 - about .1 mile NE of the subject
Status: EPA ID#: CAC002638988

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton									.25			

Site: STAN ACKERMAN
Address: 821 MATEO ST
City: LOS ANGELES
Map Loc: 35 - about .1 mile N of the subject
Status: EPA ID#: CAC001329984

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton					10							
Contaminated soil	ton					30.34							

Site: IG KING SERVICE CO
Address: 821 MATEO ST
City: LOS ANGELES
Map Loc: 35 - about .1 mile N of the subject
Status: EPA ID#: CAL931063454

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.44	.4							

Site: 7 BAY TRUCK STATION
Address: 930 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 36 - about .1 mile NE of the subject
Status: EPA ID#: CAL000251242

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton											.1	
Waste oil and mixed oil	ton										1.22		

Site: 7 BAY TRUCK STOP
Address: 930 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 36 - about .1 mile NE of the subject
Status: EPA ID#: CAC002121872

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				4.41								
Waste oil and mixed oil	ton				1.17								

Site: BROWN, WILLIAM
Address: 1220 MATEO ST
City: LOS ANGELES
Map Loc: 37 - about .1 mile S of the subject
Status: EPA ID#: CAC000663456

Site: GRAND PRIX AUTO BODY, INC.
Address: 1220 MATEO ST
City: LOS ANGELES
Map Loc: 37 - about .1 mile S of the subject
Status: EPA ID#: CAL000291338

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton								.12	.13	.37	.26	
Unspecified solvent mixture	ton							.22	.7	.54	.51		
Waste oil and mixed oil	ton									.11	.21	.21	
Other organic solids	ton									.2			

Site: DOOR CONTROLS INC.
Address: 2334 E 8TH ST
City: LOS ANGELES
Map Loc: 39 - about .1 mile SE of the subject
Status: EPA ID#: CAX000101915

Site: SHIRT TIME CO
Address: 2125 BAY ST
City: LOS ANGELES
Map Loc: 41 - about .1 mile E of the subject
Status: EPA ID#: CAL000080895

Site: HALBERT BROTHERS INC
Address: 2116 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 42 - about .1 mile E of the subject
Status: EPA ID#: CAD981571755

Site: LA IMPRINTS
Address: 1201 S SANTA FE AVE, UNIT 1
City: LOS ANGELES
Map Loc: 43 - about .1 mile SE of the subject
Status: EPA ID#: CAC002732800

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton											.05	

Site: LOS ANGELES IMPRINTS
Address: 1201 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 43 - about .1 mile SE of the subject
Status: EPA ID#: CAR000098418

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton					.29	1.39	.7	.04				
Hydrocarbon solvents	ton								.06				
Hydrocarbon solvents	ton								.06				
Hydrocarbon solvents	ton								.08				
Hydrocarbon solvents	ton								.16				
Unspec organic liquid mixture	ton								.18				

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with hal org>1g/l	ton					.09	.24						

Site: LOS ANGELES IMPRINTS
Address: 1201 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 43 - about .1 mile SE of the subject
Status: EPA ID#: CAC002181230

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton										.12		
Unspecified solvent mixture	ton										.3		
Unspec organic liquid mixture	ton										.23		

Site: J AND J AUTO REPAIR
Address: 1127 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 44 - about .1 mile SE of the subject
Status: EPA ID#: CAD983660986

Site: INK IT INC
Address: 1218 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 47 - about .1 mile SE of the subject
Status: EPA ID#: CAR000091256

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with hal org>1g/l	ton					.25	1.34						

Site: A B IMPORT CORP
Address: 1219 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 48 - about .1 mile SE of the subject
Status: EPA ID#: CAL000236104

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						.32						

Site: VALLEY FRUIT AND PRODUCE
Address: 1800 BAY ST
City: LOS ANGELES
Map Loc: 49 - about .1 mile W of the subject
Status: EPA ID#: CAL000181645

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.25								

Site: DP TRADING INC
Address: 725 MATEO ST
City: LOS ANGELES
Map Loc: 52 - about .1 mile N of the subject
Status: EPA ID#: CAL000260456

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton							.76	.2	.13			
Unspecified solvent mixture	ton									.05			
Unspecified solvent mixture	ton									.18			

Site: ADVANCED ELECTRONICS PACKG
Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .1 mile E of the subject
Status: EPA ID#: CAX000091561

Site: HILL BROTHERS CHEMICAL CO

Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .2 mile E of the subject
Status: EPA ID#: CAC002281385

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton					28.65							

Site: HILL BROTHERS CHEMICAL COMPANY
Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .2 mile E of the subject
Status: EPA ID#: CAC002745369

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec,aged/surplus inorg	ton											.5	

Site: HILL BROTHERS CHEMICAL CO
Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .1 mile E of the subject
Status: EPA ID#: CAD982337008

Site: CARLOS Y RAMON
Address: 2222 DAMON ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile S of the subject
Status: EPA ID#: CAD982415077

Site: INTERSTATE BLDG MATERIALS
Address: 2222 DAMON ST
City: LOS ANGELES
Map Loc: 56 - about .2 mile S of the subject
Status: EPA ID#: CAC000938448

Site: H & H LABOR SUPPLY INC
Address: 703 MATEO ST, 703-711,AND 7TH ST
City: LOS ANGELES
Map Loc: 57 - about .2 mile N of the subject
Status: EPA ID#: CAC000604560

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	4.21											

Site: H & H LABOR SUPPLY INC
Address: 703 MATEO ST
City: LOS ANGELES
Map Loc: 57 - about .2 mile N of the subject
Status: EPA ID#: CAC000604560

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	4.21											

Site: FLETES CARBURETOR SERVICE
Address: 706 MATEO ST
City: LOS ANGELES
Map Loc: 58 - about .2 mile N of the subject
Status: EPA ID#: CAL000097238

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton	.07											
Liq with hal org>1g/l	ton	.22											

Site: GORDON BRUSH MFG CO INC
Address: 2150 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 59 - about .2 mile E of the subject
Status: EPA ID#: CAL000072096

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Org liquids with restr metals	ton				.12								

Site: SAM'S BODY SHOP
Address: 710 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 60 - about .2 mile NE of the subject
Status: EPA ID#: CAX000108993

Site: LA DYE & WASH WORKS
Address: 2159 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 61 - about .2 mile E of the subject
Status: EPA ID#: CAL000088083

Site: LOS ANGELES DYE & WASH WORKS
Address: 2159 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 61 - about .2 mile E of the subject
Status: EPA ID#: CAL000074204

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						1.08	.83					
Liq with hal org>1g/l	ton			.03									

Site: N&G INDUSTRIAL PROPERTIES
Address: 2159 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 61 - about .2 mile E of the subject
Status: EPA ID#: CAC001401032

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton				.46								
Inorganic solid waste	ton				1.38								
Unspec oil cont waste	ton				.13								

Site: MICHAEL J. KAMEN
Address: 2030 E 7TH ST
City: LOS ANGELES
Map Loc: 62 - about .2 mile N of the subject
Status: EPA ID#: CAC000240857

Site: ARTISTICA METAL DESIGNS
Address: 2424 E 8TH ST
City: LOS ANGELES
Map Loc: 63 - about .2 mile SE of the subject
Status: EPA ID#: CAX000041087

Site: WANG FASHIONS
Address: 1926 E 7TH ST
City: LOS ANGELES
Map Loc: 64 - about .2 mile N of the subject
Status: EPA ID#: CAL000081292

Site: J AND D STORE FIXTURES
Address: 1920 E 7TH ST
City: LOS ANGELES
Map Loc: 65 - about .2 mile N of the subject
Status: EPA ID#: CAC000821640

Site: CUSTOM CONTAINER CORP.
Address: 1919 E 7TH ST
City: LOS ANGELES
Map Loc: 66 - about .2 mile N of the subject
Status: EPA ID#: CAP982520975

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton	3.5											

Site: WOLFE CREATIONS OF CAL, INC
Address: 2433 E 8TH ST
City: LOS ANGELES
Map Loc: 67 - about .2 mile SE of the subject
Status: EPA ID#: CAD008312563

Site: NORM LANGER
Address: 2012 E 7TH ST
City: LOS ANGELES
Map Loc: 70 - about .2 mile N of the subject
Status: EPA ID#: CAC002353239

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton					1.76							

Site: DEAN & ASSOCIATES
Address: 700 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 71 - about .2 mile NE of the subject
Status: EPA ID#: CAD082199407

Site: DA VINCI ENGINEERING
Address: 1935 E 7TH ST
City: LOS ANGELES
Map Loc: 72 - about .2 mile N of the subject
Status: EPA ID#: CAC000228025

Site: EXXON RAS #7-8407
Address: 1935 E 7TH ST
City: LOS ANGELES
Map Loc: 72 - about .2 mile N of the subject
Status: EPA ID#: CAL000011923

Site: MARTYS PATIO
Address: 1934 E 7TH ST
City: LOS ANGELES
Map Loc: 73 - about .2 mile N of the subject
Status: EPA ID#: CAC001361848

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton				6.26								

Site: FRICTION MATERIALS INC
Address: 2029 E 7TH ST

City: LOS ANGELES
Map Loc: 74 - about .2 mile N of the subject
Status: EPA ID#: CAC002574787

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton							1.66					

Site: LOS ANGELES USD METROPOLITAN H
Address: 727 S WILSON ST
City: LOS ANGELES
Map Loc: 76 - about .2 mile NW of the subject
Status: EPA ID#: CAD982022568

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton							139					
Inorganic solid waste	ton					.3							
Other organic solids	ton								.03				

Site: METROPOLITAN HIGH SCHOOL
Address: 727 S WILSON ST
City: LOS ANGELES
Map Loc: 76 - about .2 mile NW of the subject
Status: EPA ID#: CAD000302471

Site: BERG ELECTRIC
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile SW of the subject
Status: EPA ID#: CAC000286489

Site: PROFESSIONAL COURIER INC DBA B
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status: EPA ID#: CAL000347708

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton											3.13	

Site: FLINT GROUP
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status: EPA ID#: CAC002698484

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton											.04	

Site: ENCON TECHNOLOGIES INC
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status: EPA ID#: CAC002565940

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						.75						

Site: PROFESSIONAL COURIER SOUTH INC
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status: EPA ID#: CAC002252993

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton					.2							

Site: LOS ANGELES TIMES
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile SW of the subject
Status: EPA ID#: CAD983637471

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol (PH>12.5) with restr metals	ton						.04						
Sol without metals (PH >12.5)	ton				.02								
Aq sol with org residues<10%	ton		44.14		3.58				6.25				
Unspecified aqeous solution	ton		79.31	42.04	11.66		1.82		1.1				
Unspecified aqeous solution	ton								1.14				
Unspecified aqeous solution	ton								1.14				
Off-spec,aged/surplus inorg	ton				.23	.95				.83			
Asbestos containing waste	ton		.15										
Restricted Metal Sludge	ton			.1									
Inorganic solid waste	ton		.46	.12	.02	3.11	2.35	.34	.1	.28	.24	.06	
Hydrocarbon solvents	ton		.78	4.58	2.76	.35							
Unspecified solvent mixture	ton			1.15	.48	.66	.9		.45				
Waste oil and mixed oil	ton		14.59	36.49	96.74	51.51	34.08			4.94	14.34	10.77	
Unspec oil cont waste	ton		.13		30.86		23.56	12.09	18.28	10.53	41.49	82.56	
Tank Bottom waste	ton		13.54	6.63	1.46								
Off-spec, aged or surplus org	ton				.63	.3	1.35						
Off-spec, aged or surplus org	ton								1.5				
Off-spec, aged or surplus org	ton								2.25				
Org liquids with restr metals	ton				.54								
Unspec organic liquid mixture	ton	.32	34.02	48.8	25.19	169	164	55.91	22.63	10.05			
Other organic solids	ton		1.15	8.22	10.06	6.79	7.55	5.12	3.92	.38	2.1	.5	
Photochemical waste	ton		1.38	.34	.71	.06							
Auto shredder waste	ton	.32					15.36						
Liq with hal org>1g/l	ton		11.05	6.72	.36								
Liquids with pH<2	ton			1.61	.5	.22		.35					
Liq with pH<2 & restr metals	ton				.35								

Site: 2060 E. 7TH ST. LLC
Address: 2060 E 7TH ST
City: LOS ANGELES
Map Loc: 79 - about .2 mile NE of the subject
Status: EPA ID#: CAC002739738

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton											2.4	

Site: AMTRAK STATION
Address: 2450 E 8TH ST
City: LOS ANGELES
Map Loc: 80 - about .2 mile SE of the subject
Status: EPA ID#: CAC001438568

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton					117							

Site: NATIONAL RESOURCES INC
Address: 2450 E 8TH ST
City: LOS ANGELES
Map Loc: 80 - about .2 mile SE of the subject
Status: EPA ID#: CAD981430036

Site: NATIONAL RESOURCES, INC
Address: 2450 E 8TH ST
City: LOS ANGELES
Map Loc: 80 - about .2 mile SE of the subject
Status: EPA ID#: CAD981395486

Site: LOS ANGELES UNIFIED SCHOOL DIS
Address: 715 S WILSON ST
City: LOS ANGELES
Map Loc: 81 - about .2 mile NW of the subject
Status: EPA ID#: CAL000008063

Site: DEFRANCO COMPANY
Address: 1000 LAWRENCE ST
City: LOS ANGELES
Map Loc: 82 - about .2 mile W of the subject
Status: EPA ID#: CAC000291065

Site: TANIMURA DISTRIBUTING INC
Address: 1700 BAY ST
City: LOS ANGELES
Map Loc: 83 - about .2 mile W of the subject
Status: EPA ID#: CAC001025776

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Polychlorinated biphenyls	ton		.45										

Site: BURLINGTON NORTHERN SANTA FE
Address: 2470 E 8TH ST
City: LOS ANGELES
Map Loc: 84 - about .2 mile E of the subject
Status: EPA ID#: CAC002211985

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton					273							

Site: THE KOREA TIMES LOS ANGELES IN
Address: 2017 E 8TH ST
City: LOS ANGELES
Map Loc: 88 - about .2 mile W of the subject
Status: EPA ID#: CAL000235947

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol (PH>12.5) with restr metals	ton									1.98			
Unspecified aqeous solution	ton									11.31	18.06	21.77	
Waste oil and mixed oil	ton							.83	.66	.33	.19	.19	
Off-spec, aged or surplus org	ton										2.31		
Unspec organic liquid mixture	ton							2.08					
Photochemical waste	ton								11.46	.44	1.46		
Liq with hal org>1g/l	ton									.4			

Site: SWEETHEART CUP CORP
Address: 2155 E 7TH ST
City: LOS ANGELES
Map Loc: 89 - about .2 mile NE of the subject
Status: EPA ID#: CAX000124735

Site: SOUTH SANTA FE PARTNERS
Address: 1745 E 7TH ST
City: LOS ANGELES
Map Loc: 91 - about .2 mile NW of the subject
Status: EPA ID#: CAC000081629

Site: AMERICAN MOVING PARTS
Address: 695 S SANTA FE AVE
City: LOS ANGELES

Map Loc: 92 - about .2 mile NE of the subject
Status: EPA ID#: CAL000285556

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton										.01		
Unspecified solvent mixture	ton												
Waste oil and mixed oil	ton							.83					

Site: FRICTION MATERIALS CO.
Address: 695 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 92 - about .2 mile NE of the subject
Status: EPA ID#: CAD041156019

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	.87			.67	1.59							
Unspecified solvent mixture	ton						.04						
Waste oil and mixed oil	ton		2.08										
Oil/water sludge	ton						3.99	.45					
Other organic solids	ton						1.4						

Site: ADECO
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: EPA ID#: CAD028453231

Site: MARKOWITZ, RON
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: EPA ID#: CAC000646392

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton	2.08											

Site: FEDERAL ARMORED EXPRESS INC
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: EPA ID#: CAL000036806

Site: DUNBAR ARMORED INC
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: EPA ID#: CAL000067644

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton		.46	1.48	1.58								
Aq sol with org residues<10%	ton					.16							
Unspecified aqeous solution	ton		1.13										
Waste oil and mixed oil	ton		2.08										
Oil/water sludge	ton						.27	.41					
Unspec organic liquid mixture	ton		.23										
Other organic solids	ton		1.95										

Site: LA FEDERAL ARMORMED SERVICES I
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: EPA ID#: CAL000263926

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton									1.37			

Site: DUNBAR ARMORED
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: EPA ID#: CAC001410168

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton				.83								
Empty non-pesticide cont>30 gal	ton				5.6								

Site: AVALON PROPERTY SERVICES INC
Address: 1495 MATEO ST
City: LOS ANGELES
Map Loc: 94 - about .2 mile S of the subject
Status: EPA ID#: CAC002750882

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton											.06	

Site: VICTOR CEPORIUS
Address: 2117 E 7TH ST
City: LOS ANGELES
Map Loc: 97 - about .2 mile NE of the subject
Status: EPA ID#: CAC002331065

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton					8.59							

Site: ESSEX CORP
Address: 673 MATEO ST
City: LOS ANGELES
Map Loc: 103 - about .3 mile N of the subject
Status: EPA ID#: CAC000755608

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton		2.53										

Site: MOBIL OIL CORPORATION
Address: 673 MATEO ST
City: LOS ANGELES
Map Loc: 103 - about .2 mile N of the subject
Status: EPA ID#: CAC000530200

Site: MISSION FURNITURE MFG CO.
Address: 673 MATEO ST
City: LOS ANGELES
Map Loc: 103 - about .2 mile N of the subject
Status: EPA ID#: CAD981400385

Site: 673 MATEO LLC
Address: 673 MATEO ST
City: LOS ANGELES
Map Loc: 103 - about .3 mile N of the subject
Status: EPA ID#: CAC002586400

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton							311					
Inorganic solid waste	ton									15.17			
Oil/water sludge	ton							98.41					

Site: ESSEX CORP
Address: 673 MATEO ST

City: LOS ANGELES
Map Loc: 103 - about .3 mile N of the subject
Status: EPA ID#: CAC001242320

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton			.21									

Site: TIERZERO
Address: 680 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 104 - about .3 mile NE of the subject
Status: EPA ID#: CAC002645721

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton									.99			
Waste oil and mixed oil	ton									4.94			
Latex waste	ton									.08			

Site: ALPHOMEGA
Address: 2324 HUNTER ST
City: LOS ANGELES
Map Loc: 105 - about .3 mile SE of the subject
Status: EPA ID#: CAX000093781

Site: 2121 E 7TH PLACE, LLC
Address: 2121 E 7TH ST
City: LOS ANGELES
Map Loc: 106 - about .3 mile NE of the subject
Status: EPA ID#: CAC002553482

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton						.5						

Site: GREYHOUND LINES INC
Address: 1716 E 7TH ST
City: LOS ANGELES
Map Loc: 107 - about .3 mile NW of the subject
Status: EPA ID#: CAC000650424

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton	.68											

Site: LINEAR CITY LLC
Address: 1855 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 108 - about .3 mile N of the subject
Status: EPA ID#: CAL000275222

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Polychlorinated biphenyls	ton	.32					266						

Site: PLAY BY PLAY INC
Address: 1855 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 108 - about .3 mile N of the subject
Status: EPA ID#: CAC002284441

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton					.4							

Site: MILK DISTRIBUTION LLC
Address: 2324 PORTER ST
City: LOS ANGELES
Map Loc: 110 - about .3 mile S of the subject

Status: EPA ID#: CAL000337073

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton									.09	.07		
Off-spec, aged or surplus org	ton										.13		

Site: LINEAR CITY LLC
Address: 1820 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 111 - about .3 mile N of the subject
Status: EPA ID#: CAC002630405

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton									1.05			
Other organic solids	ton									.84			

Site: FOR THE PEOPLE PRODUCTIONS
Address: 1820 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 111 - about .3 mile N of the subject
Status: EPA ID#: CAC001211376

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton			.15									
Other organic solids	ton			.02									

Site: 1X OCEAN PRINTEX INC
Address: 2350 PORTER ST
City: LOS ANGELES
Map Loc: 113 - about .3 mile SE of the subject
Status: EPA ID#: CAC000905752

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton		3.9										

Site: SANTA FE RAILWAY
Address: 2144 E 7TH ST
City: LOS ANGELES
Map Loc: 114 - about .3 mile NE of the subject
Status: EPA ID#: CAC000754520

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton		75.01										

Site: A-1 BROOM AND SUPPLY COMPANY
Address: 2416 HUNTER ST
City: LOS ANGELES
Map Loc: 115 - about .3 mile SE of the subject
Status: EPA ID#: CAC000500624

Site: MESA CONSULTENTS
Address: 1790 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 116 - about .3 mile NW of the subject
Status: EPA ID#: CAC001214400

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton			1.61									

Site: F&F AUTO/TRUCK BODY SHOP INC
Address: 2323 PORTER ST
City: LOS ANGELES
Map Loc: 118 - about .3 mile S of the subject
Status: EPA ID#: CAL912473370

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton		.21										

Site: LIBERTY BODY SHOP
Address: 2323 PORTER ST
City: LOS ANGELES
Map Loc: 118 - about .3 mile S of the subject
Status: EPA ID#: CAL000124018

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton		.13		.23								

Site: A E P INDUSTRIES
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: EPA ID#: CAD981368491

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton	4.42	1.56										
Off-spec, aged or surplus org	ton		1.75										

Site: POUR LE BEBE
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: EPA ID#: CAD008309916

Site: A E P INDUSTRIES
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: EPA ID#: CAX000128413

Site: POR LE BEBE INC (DBA) BABY GUE
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: EPA ID#: CAL000059852

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton		13.14	42.07									
Unspecified solvent mixture	ton		7.68	7.17	6.25								
Waste oil and mixed oil	ton			1.67									
Other organic solids	ton		20.29	26.65	8.23								
Empty containers<30 gal	ton		.18	.3									

Site: LOS ANGELES SERVICE STATION
Address: 2222 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 119 - about .3 mile S of the subject
Status: EPA ID#: CAL000213581

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton					1.66							
Unspec organic liquid mixture	ton	1.28				3.2	3765						
Other organic solids	ton					44.31							
Empty containers<30 gal	ton					3.6							

Site: PRKASIN COMPANY
Address: 2184 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 120 - about .3 mile S of the subject
Status: EPA ID#: CAC002603268

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton								.66				

Site: BROMLEY PRODUCTIONS LIMITED LI
Address: 2476 HUNTER ST
City: LOS ANGELES
Map Loc: 121 - about .3 mile SE of the subject
Status: EPA ID#: CAC002595883

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Latex waste	ton							.06					
Unspec organic liquid mixture	ton							.06					

Site: E L MANAGEMENT CO
Address: 2476 HUNTER ST
City: LOS ANGELES
Map Loc: 121 - about .3 mile SE of the subject
Status: EPA ID#: CAC001110304

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Empty non-pesticide cont>30 gal	ton			.18									

Site: A-1 BROWN & SUPPLY INC
Address: 2436 HUNTER ST
City: LOS ANGELES
Map Loc: 122 - about .3 mile SE of the subject
Status: EPA ID#: CAC000246081

Site: CONWAY MATEO LLC
Address: 647 MATEO ST
City: LOS ANGELES
Map Loc: 123 - about .3 mile N of the subject
Status: EPA ID#: CAC002116000

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton				.84								

Site: PENSKE TRUCK LEASING CO. L.P.
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status: EPA ID#: CAD981974041

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton				1.04								
Aq sol with org residues<10%	ton				.33	.87	1.94	1.78	.32	.36	.62	.58	
Unspecified aqeous solution	ton			.83						.02			
Hydrocarbon solvents	ton	.6	.25	.28	.13								
Unspecified solvent mixture	ton	.1	.05	.19	.03								
Waste oil and mixed oil	ton	63.2	1.88				56.32						
Oil/water sludge	ton	6.67									18.76	17.93	
Tank Bottom waste	ton							.25					
Unspec organic liquid mixture	ton	1.18	6.24	5.37	11.25	13.21	22.61	14.37	.04				
Unspec organic liquid mixture	ton								.12				
Unspec organic liquid mixture	ton								.16				
Unspec organic liquid mixture	ton								.2				
Unspec organic liquid mixture	ton								.25				
Unspec organic liquid mixture	ton								.27				
Unspec organic liquid mixture	ton								.31				
Unspec organic liquid mixture	ton								.33				
Unspec organic liquid mixture	ton								.37				
Unspec organic liquid mixture	ton								.52				
Unspec organic liquid mixture	ton								.58				
Other organic solids	ton			.23			.2						
Empty non-pesticide cont>30 gal	ton					.1							
Liq with hal org>1g/l	ton	.5	1.44										

Site: HERTZ PENSKE TRUCK RENTAL
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status: EPA ID#: CAX000217497

Site: MISSION FURNITURE MFG CO#
Address: 652 S IMPERIAL ST
City: LOS ANGELES
Map Loc: 126 - about .3 mile N of the subject
Status: EPA ID#: CAD009546052

Site: ISADORE IRVING CANTOR
Address: 2307 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 127 - about .3 mile S of the subject
Status: EPA ID#: CAC001004920

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton		.42										

Site: JOEL UNANGST
Address: 2486 HUNTER ST
City: LOS ANGELES
Map Loc: 129 - about .3 mile SE of the subject
Status: EPA ID#: CAC002237865

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton					2.91							

Site: BARAN CO
Address: 635 MATEO ST
City: LOS ANGELES
Map Loc: 130 - about .3 mile N of the subject
Status: EPA ID#: CAC000523536

Site: DR ARTEMUS BRADFORD ROBOTICS P
Address: 635 MATEO ST
City: LOS ANGELES
Map Loc: 130 - about .4 mile N of the subject
Status: EPA ID#: CAC001505472

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton				.84								

Site: VICTOR VALDEZ
Address: 2323 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 131 - about .3 mile S of the subject
Status: EPA ID#: CLU970016711

Site: PACIFIC LOFT PARTNERS LLC
Address: 2323 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 131 - about .3 mile S of the subject
Status: EPA ID#: CAC002589240

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton							.08					

Site: MICHEAL KANG
Address: 634 MATEO ST
City: LOS ANGELES
Map Loc: 132 - about .4 mile N of the subject
Status: EPA ID#: CAC002700172

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton											.42	

Site: WILSON ST CORPORATION
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status: EPA ID#: CAC002594387

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton							2.08					

Site: MARTIN METALS INC.
Address: 1321 S WILSON ST
City: LOS ANGELES
Map Loc: 133 - about .3 mile SW of the subject
Status: EPA ID#: CAD008377129

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton							.75					
Off-spec,aged/surplus inorg	ton							.41					
Inorganic solid waste	ton							65.45					
Waste oil and mixed oil	ton							.12					
Unspec oil cont waste	ton							.12					
Tank Bottom waste	ton							1.87					
Polychlorinated biphenyls	ton							.38					
Off-spec, aged or surplus org	ton							.12					
Unspecified sludge	ton							11.97					
Baghouse waste	ton							1.05					
Contaminated soil	ton			216									
Liq with nickel > 134 mg/l	ton							4.58					
Liq with selenium>100 mg/l	ton							1.25					
Liq with PCB > 50 mg/l	ton							1.69					
Liquids with pH<2	ton							.68					

Site: E G SMITH CONSTRUCTION PRD INC
Address: 1333 S WILSON ST
City: LOS ANGELES
Map Loc: 135 - about .3 mile SW of the subject
Status: EPA ID#: CAD981569213

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton	.22											

Site: FARMERS PRODUCE PROJECT
Address: 725 S CHANNING ST
City: LOS ANGELES
Map Loc: 136 - about .3 mile NW of the subject
Status: EPA ID#: CAC000145261

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton	75.84											

Site: SOUTHERN CALIFORNIA GAS CO INC
Address: 725 S CHANNING ST
City: LOS ANGELES
Map Loc: 136 - about .3 mile NW of the subject
Status: EPA ID#: CAC002568338

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton						.4						

Site: ADOLF COORS CO.
Address: 780 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 137 - about .3 mile W of the subject
Status: EPA ID#: CAC000205133

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton	3.33											

Site: GREYHOUND BUS LINE INC
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: EPA ID#: CAC002346983

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton					1.68							

Site: CRUZ LINES
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: EPA ID#: CAP999001800

Site: SUBURBAN PROPANE
Address: 1614 E 7TH ST,IN STREET AT
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: EPA ID#: CAC001302368

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton			.21									
Other organic solids	ton			.35									

Site: GREYHOUND LINES INC
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: EPA ID#: CAD981439342

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton				.31								
Aq sol with org residues<10%	ton		25	22.39	7.01	7.78	36.44	21.63	8.12	18.21	32.74	11.28	
Aq sol with org residues<10%	ton											5.88	
Unspecified aqeous solution	ton		2.77							57.96	18.9		
Asbestos containing waste	ton	4.21					52.23		32				
Inorganic solid waste	ton						.1						
Oxygenated solvents	ton	.96											
Hydrocarbon solvents	ton	1.82		.79	.21								
Waste oil and mixed oil	ton	85.69	52.54	13.24	217	255	2048	222	22.37	38.78	67.54		
Oil/water sludge	ton		20.85	.83			.33				127	238	
Unspec oil cont waste	ton						68.37			147	244	.72	
Unspec oil cont waste	ton											.38	
Tank Bottom waste	ton	10.41											
Unspec organic liquid mixture	ton	5.83											
Other organic solids	ton			.2	1.6	.55	1.7		.36	2.1	2.84		
Empty non-pesticide cont>30 gal	ton		42.5										
Liq with arsenic>500 mg/l	ton							2.08					
Liq with hal org>1g/l	ton		1.5	.52									

Site: COMMERCIAL IRONWORKS
Address: 2424 PORTER ST
City: LOS ANGELES
Map Loc: 139 - about .3 mile SE of the subject
Status: EPA ID#: CAC000615072

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton	4.37											

Site: CITY OF LOS ANGELES DEPT OF PU
Address: 7TH ST, VIADUCT OVER LA RIVER
City: LOS ANGELES
Map Loc: 140 - about .3 mile NE of the subject
Status: EPA ID#: CAL000146279

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton			.06	1.05								
Inorganic solid waste	ton				2.7								
Other organic solids	ton				8.43								
Paint sludge	ton				16.86								

Site: KATHERINE M JOHANSEN TRUST
Address: 1580 JESSE ST
City: LOS ANGELES
Map Loc: 141 - about .3 mile NE of the subject
Status: EPA ID#: CAC002115024

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton				5.84								
Tank Bottom waste	ton				1.46								

Site: 7TH SPACE PARTNERS
Address: 2140 E 7TH ST
City: LOS ANGELES
Map Loc: 142 - about .3 mile NE of the subject
Status: EPA ID#: CAC000620024

Site: 7TH PLACE PARTNERS
Address: 2140 E 7TH ST
City: LOS ANGELES
Map Loc: 142 - about .3 mile NE of the subject
Status: EPA ID#: CAC000984256

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		.52										
Contaminated soil	ton		9										

Site: METAL PREPARATIONS
Address: 641 S IMPERIAL ST
City: LOS ANGELES
Map Loc: 143 - about .3 mile N of the subject
Status: EPA ID#: CAL000008320

Site: METAL PREPARATIONS INC
Address: 641 S IMPERIAL ST
City: LOS ANGELES
Map Loc: 143 - about .3 mile N of the subject
Status: EPA ID#: CAL000009608

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with metals>restr levels	ton	12.49											
Inorganic solid waste	ton	4.58	17.3	20.13	13.04	16.39	9.7	16.94	.5	2	1.5	8.25	
Halogenated solvents	ton	5.41	1.34		.9								
Other organic solids	ton			1.25									
Liq with hal org>1g/l	ton				1.38			1.14					

Site: LOWE DEV
Address: 748 S ALAMEDA ST
City: LOS ANGELES

Map Loc: 144 - about .3 mile W of the subject
Status: EPA ID#: CAC000574000

Site: SUN TOME CORPORATION
Address: 1804 E 8TH ST
City: LOS ANGELES
Map Loc: 146 - about .3 mile W of the subject
Status: EPA ID#: CAC000204813

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton	2.08											

Site: BSTCO CO
Address: 2160 E 7TH ST
City: LOS ANGELES
Map Loc: 147 - about .4 mile NE of the subject
Status: EPA ID#: CAD000301580

Site: PACIFIC BELL
Address: 806 S ALAMEDA ST
City: COMPTON
Map Loc: 152 - about .4 mile W of the subject
Status: EPA ID#: CAL000018000

Site: LA SOUTH CENTRAL
Address: 2172 E 7TH ST
City: LOS ANGELES
Map Loc: 153 - about .4 mile NE of the subject
Status: EPA ID#: CAD981692619

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				1.9	3.95	7.21	5.95	2.05	2.03	1.22		
Unspecified aqeous solution	ton	.32					174	6.04	.79	.34			
Inorganic solid waste	ton	.32			1.98	1.14	122	11.01	4	.6	3.31	5.24	
Unspecified solvent mixture	ton	.74											
Waste oil and mixed oil	ton	.32			.96		56.32	6	17.8	15.62	33.15	46.23	
Oil/water sludge	ton					12.92	68.8			5.42			
Unspec oil cont waste	ton		12.51						.3	.75			
Tank Bottom waste	ton								.2				
Off-spec, aged or surplus org	ton						.05	.88	.46	.24	3.69	2.18	
Off-spec, aged or surplus org	ton											.93	
Org liquids with halogens	ton		3.49										
Org liquids with restr metals	ton			.75									
Unspec organic liquid mixture	ton	.49	3.11	2.99	14.59					.23			
Other organic solids	ton								1.22	.85	.5	.8	
Empty non-pesticide cont>30 gal	ton								.2			.2	
Contaminated soil	ton							1014					
Liq with lead > 500 mg/l	ton	.61											
Liq with hal org>1g/l	ton	.27	4.11	5.25	2.01								

Site: LA SOUTH CENTRAL
Address: 2172 E 7TH ST
City: LOS ANGELES
Map Loc: 153 - about .4 mile NE of the subject
Status: EPA ID#: CAD981692619

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				1.9	3.95	7.21	5.95	2.05	2.03	1.22		
Unspecified aqeous solution	ton	.32					174	6.04	.79	.34			
Inorganic solid waste	ton	.32			1.98	1.14	122	11.01	4	.6	3.31	5.24	
Unspecified solvent mixture	ton	.74											
Waste oil and mixed oil	ton	.32			.96		56.32	6	17.8	15.62	33.15	46.23	
Oil/water sludge	ton					12.92	68.8			5.42			
Unspec oil cont waste	ton		12.51						.3	.75			
Tank Bottom waste	ton								.2				

Off-spec, aged or surplus org	ton						.05	.88	.46	.24	3.69	2.18	
Off-spec, aged or surplus org	ton											.93	
Org liquids with halogens	ton		3.49										
Org liquids with restr metals	ton			.75									
Unspec organic liquid mixture	ton	.49	3.11	2.99	14.59					.23			
Other organic solids	ton								1.22	.85	.5	.8	
Empty non-pesticide cont>30 gal	ton								.2			.2	
Contaminated soil	ton							1014					
Liq with lead > 500 mg/l	ton	.61											
Liq with hal org>1g/l	ton	.27	4.11	5.25	2.01								

Site: BOUTROS SHELL
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .4 mile SE of the subject
Status: EPA ID#: CAL921743819

Site: GARCIA AUTOMOTIVE REPAIR
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .3 mile SE of the subject
Status: EPA ID#: CAL000263859

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton						.94						

Site: SHELL OIL CO #204-4534-2908
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .3 mile SE of the subject
Status: EPA ID#: CAD981406101

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton											.23	
Aq sol with org residues<10%	ton				2.92		.32						
Tank Bottom waste	ton						1.3						
Empty non-pesticide cont>30 gal	ton						2						
Empty containers<30 gal	ton				.15								

Site: Y & R FASHION INC
Address: 800 MC GARRY ST, 2ND FLOOR
City: LOS ANGELES
Map Loc: 155 - about .4 mile W of the subject
Status: EPA ID#: CAL000271586

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton							.12					

Site: CHAFFE WAREHOUSE
Address: 800 MC GARRY ST
City: LOS ANGELES
Map Loc: 155 - about .4 mile W of the subject
Status: EPA ID#: CAC000287969

Site: CHAFFEE WAREHOUSE
Address: 821 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 156 - about .4 mile W of the subject
Status: EPA ID#: CAC000195328

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton	1.66											

Site: THE HOME DEPOT
Address: 840 S MISSION RD

City: LOS ANGELES
Map Loc: 157 - about .4 mile E of the subject
Status: EPA ID#: CAC002753934

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton												
Off-spec, aged or surplus org	ton												

Site: WASTE TRANSFER AND RECYCLING
Address: 840 S MISSION RD
City: LOS ANGELES
Map Loc: 157 - about .4 mile E of the subject
Status: EPA ID#: CAD983650953

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.2								
Off-spec,aged/surplus inorg	ton			.02									
Oxygenated solvents	ton		.06										
Unspecified solvent mixture	ton							.08	.45				
Unspec oil cont waste	ton			.2	.2		.3						
Polychlorinated biphenyls	ton						.7						
Latex waste	ton							.02		.02			
Latex waste	ton									.21			
Off-spec, aged or surplus org	ton					.2			.02	.36	.26	.17	
Org liquids with restr metals	ton		.13										
Unspec organic liquid mixture	ton			1.06					.18	.15			
Other organic solids	ton			.66		.35	.15	.09	.07				
Empty containers<30 gal	ton		.2										
Lab waste chemicals	ton			.3			.12						
Household waste	ton		.37	.38	2.2								
Liq with hal org>1g/l	ton		.27										
Liq with pH<2 & restr metals	ton		.1										

Site: OIL DYNAMICS
Address: 1540 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 158 - about .4 mile SE of the subject
Status: EPA ID#: CAD980695290

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.72	1.56	.84						

Site: WALTER SEYMOUR & ERNEST COKER
Address: 1540 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 158 - about .4 mile SE of the subject
Status: EPA ID#: CAC000038596

Site: UNION PACIFIC RAILROAD
Address: 11TH & LEMON ST
City: LOS ANGELES
Map Loc: 159 - about .4 mile S of the subject
Status: EPA ID#: CAC001353008

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Empty containers<30 gal	ton												
Contaminated soil	ton			1710									
Auto shredder waste	ton				630								

Site: LA CITY - SOUTH CENTRAL SANITA
Address: 786 S MISSION RD
City: LOS ANGELES
Map Loc: 160 - about .4 mile E of the subject
Status: EPA ID#: CAL000304259

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton								.14				
Tank Bottom waste	ton								.2				
Contaminated soil	ton								1				

Site: EVERGREEN AES
Address: 785 S MISSION RD
City: LOS ANGELES
Map Loc: 161 - about .4 mile E of the subject
Status: EPA ID#: CAC002680786

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton										.38		

Site: MACK TRUCKS INC.
Address: 2340 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 162 - about .4 mile S of the subject
Status: EPA ID#: CAX000130922

Site: UNIVERSAL MACK SALES & SVC
Address: 2340 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 162 - about .4 mile S of the subject
Status: EPA ID#: CAD981655582

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton	1.51											
Waste oil and mixed oil	ton	3.33											
Other organic solids	ton	.55											

Site: BRYCE HELLMAN FAMILY PARTNERSH
Address: 777 S MISSION RD
City: LOS ANGELES
Map Loc: 163 - about .4 mile E of the subject
Status: EPA ID#: CAC002599007

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton								2				
Lab waste chemicals	ton												
Lab waste chemicals	ton								.02				
Lab waste chemicals	ton								.02				

Site: SUNNY SALLY INC
Address: 777 S MISSION RD
City: LOS ANGELES
Map Loc: 163 - about .4 mile E of the subject
Status: EPA ID#: CAL000147339

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.19								

Site: LOS ANGELES SALAD CO
Address: 777 S MISSION RD
City: LOS ANGELES
Map Loc: 163 - about .4 mile E of the subject
Status: EPA ID#: CAC002349169

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton					.22							

Site: LOS ANGELES SALAD CO
Address: 777 S MISSION RD
City: LOS ANGELES
Map Loc: 163 - about .4 mile E of the subject
Status: EPA ID#: CAL000225072

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with hal org>1g/l	ton					.12							

Site: MOHLIS REALTY
Address: 1600 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 164 - about .4 mile S of the subject
Status: EPA ID#: CAC000859760

Site: 1 X L. A. WRECKING
Address: 1600 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 164 - about .4 mile S of the subject
Status: EPA ID#: CAC001070624

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton		2.71										

Site: CHEFS CHOICE EGG COMPANY, INC.
Address: 658 MESQUIT ST
City: VAN NUYS
Map Loc: 165 - about .4 mile NE of the subject
Status: EPA ID#: CAC000178805

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton	.41											

Site: ATC PROPERTIES LLC
Address: 728 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 166 - about .4 mile W of the subject
Status: EPA ID#: CAC001404080

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton				4.59								

Site: SPIRIT ACTIVEWEAR
Address: 2150 E 10TH ST
City: LOS ANGELES
Map Loc: 167 - about .4 mile S of the subject
Status: EPA ID#: CAR000087403

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Hydrocarbon solvents	ton					.16							
Other organic solids	ton					.28							
Liq with hal org>1g/l	ton					.12							

Site: LOS ANGELES TIMES/WHOLESALE ST
Address: 1321 WHOLESALE ST
City: LOS ANGELES
Map Loc: 168 - about .4 mile NW of the subject
Status: EPA ID#: CAD982500860

Site: INTERNATIONAL FAMILY INC
Address: 614 MATEO ST
City: LOS ANGELES
Map Loc: 169 - about .4 mile N of the subject
Status: EPA ID#: CAX000243287

Site: BANK OF AMERICA NA
Address: 722 S ALAMEDA ST

City: LOS ANGELES
Map Loc: 170 - about .4 mile NW of the subject
Status: EPA ID#: CAC002677509

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton										.12		

Site: AMS EXOTIC
Address: 720 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 171 - about .4 mile NW of the subject
Status: EPA ID#: CAC002718195

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton											.8	
Unspecified aqeous solution	ton											.15	
Off-spec, aged or surplus org	ton											.4	
Empty non-pesticide cont>30 gal	ton											.01	
Liquids with pH<2	ton											.04	

Site: EXCLUSIVELY NATURAL COMPANY
Address: 1618 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 172 - about .4 mile S of the subject
Status: EPA ID#: CAC001236944

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol 2<PH<12.5 reactive anions	ton			.11									

Site: CLEVELAND WRECKING CO
Address: 840 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 173 - about .4 mile W of the subject
Status: EPA ID#: CAD000302422

Site: NATIONAL AUTOMOTIVE CENTER
Address: 2363 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 174 - about .4 mile S of the subject
Status: EPA ID#: CAL000069229

Site: MILES INTERNATIONAL METAL CO L
Address: 1910 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 176 - about .4 mile SW of the subject
Status: EPA ID#: CAL000353312

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton											.21	

Site: LOS ANGELES SCRAP IRON & METAL
Address: 1910 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 176 - about .4 mile SW of the subject
Status: EPA ID#: CAL000216524

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton					4.58							

Site: SOUTHERN CALIFORNIA GAS CO
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject

Status: EPA ID#: CAX000234088

Site: N G V ECOTRANS GROUP L L C
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAL000093406

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton		.23	.57	3.81	5.6	.62						
Oxygenated solvents	ton					.38	.05						
Unspecified solvent mixture	ton				.33	.76							
Waste oil and mixed oil	ton				5.88	7.9	3.85						
Other organic solids	ton					.8							
Empty containers<30 gal	ton					.07							

Site: GLOBAL CONSTRUCTION
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAC002671037

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton										.4		

Site: SO CA GAS CO OLYMPIC BASE
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAD981422017

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton			.21	.41	.27	.5	.02	.21				
Unspecified aqeous solution	ton		1.25					7.08					
Asbestos containing waste	ton	4.02	8.49			.05	5.04		.04			.12	
Inorganic solid waste	ton	.05			.07		.01	.03	.1	.05		.05	
Oxygenated solvents	ton		.04									1.54	
Hydrocarbon solvents	ton	28.47											
Unspecified solvent mixture	ton		1.67										
Waste oil and mixed oil	ton	3.04	48.24	6.23	3.44	3.42	7.22	1.78	.76				
Oil/water sludge	ton	3.12											
Unspec oil cont waste	ton	16.34		.13	.77	.34	.52	.08		.21			
Tank Bottom waste	ton	2.08	6.88					1.87					
Polychlorinated biphenyls	ton	22.25	245	67.65	183	20.57	5.88	16.79				35.24	
Polychlorinated biphenyls	ton											18.83	
Adhesives	ton									.08			
Latex waste	ton									.03	.02		
Off-spec, aged or surplus org	ton	.02	.13	.02					.42	.01			
Org liquids with halogens	ton		.02										
Unspec organic liquid mixture	ton		.02					.14	.1				
Other organic solids	ton	.1	.22	.66	.55	1.2	.31	.5	.16	.02		.04	
Paint sludge	ton	2.34	.59										
Empty non-pesticide cont>30 gal	ton	9.47	.09									.02	
Lab waste chemicals	ton		.08	.27	.06								
Gas scrubber waste	ton	20.71											
Contaminated soil	ton		185						.8			.02	
Liq with PCB > 50 mg/l	ton		.36									.03	
Solids with hal org >1g/kg	ton		19.27										
Liquids with pH<2	ton		.07						.08				

Site: NGV ECOTRANS GROUP, LLC
Address: 2424 E OLYMPIC BLVD,BLDG 3
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAL000208652

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton					.14	.12						

Site: DOWNTOWN DIVERSION
Address: 2424 E OLYMPIC BLVD, BLDG 3
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAL000334138

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified alkaline solution	ton									.01			
Aq sol with org residues<10%	ton										.08		
Unspec oil cont waste	ton									.63	.54		
Off-spec, aged or surplus org	ton										.03	.03	
Unspec organic liquid mixture	ton									.18	.5	.02	
Other organic solids	ton									1.22	1.12	.86	
Lab waste chemicals	ton										.16		
Household waste	ton										.01		
Liquids with pH<2	ton									.01			

Site: DOWNTOWN DIVERSION
Address: 2424 E OLYMPIC BLVD,BLDG 3
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAL000297207

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Household waste	ton							.3					

Site: SO CALIF GAS CO OLYMPIC BASE
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: EPA ID#: CAD980636153

Site: CITY OF L A GENERAL SERVICES
Address: 1601 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 178 - about .4 mile S of the subject
Status: EPA ID#: CAD981690209

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton	18.34											
Tank Bottom waste	ton				.63								

Site: FIRE STATION #17
Address: 1601 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 178 - about .4 mile S of the subject
Status: EPA ID#: CAC000306889

Site: CITY OF LA GENERAL SERVICES
Address: 1601 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 178 - about .4 mile S of the subject
Status: EPA ID#: CAL000047641

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton		.72										
Other organic solids	ton							.23					

Site: ANGELUS WESTERN PAPER FIBRE
Address: 2474 PORTER ST
City: LOS ANGELES
Map Loc: 179 - about .4 mile SE of the subject
Status: EPA ID#: CAL000097637

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton			4.17									

Site: ALL NU ICE CO INC
Address: 1549 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 183 - about .4 mile NW of the subject
Status: EPA ID#: CAD980888572

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton	4.57	4.17										

Site: T-A FINISHING INC
Address: 937 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 184 - about .4 mile SW of the subject
Status: EPA ID#: CAC000808800

Site: JAMES CHOU
Address: 937 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 184 - about .4 mile SW of the subject
Status: EPA ID#: CAC000672832

Site: MING HSUH CHEN
Address: 937 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 184 - about .4 mile SW of the subject
Status: EPA ID#: CAC000722144

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton		.1										

Site: ZIMMERMAN, STEPHEN
Address: 955 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 185 - about .4 mile SW of the subject
Status: EPA ID#: CAC000217081

Site: LA CONSOLIDATED FACILITIES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: EPA ID#: CAD981575657

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton		1.25		6.48	11.57	16.45	9.18					
Unspecified aqeous solution	ton		5					1.67					
Asbestos containing waste	ton					3.53		.33					
Oxygenated solvents	ton	1.49	2.62	1.28	1.13	1.54	.89	.79					
Hydrocarbon solvents	ton		3.54			.45							
Unspecified solvent mixture	ton	.8				.11						.11	
Waste oil and mixed oil	ton		3.28	29.19	4.17	9.67	34.51	3.49					
Oil/water sludge	ton	12.08			13.57	56.27	61.91	9.98					
Unspec oil cont waste	ton		1.15	17.56	6.33	10.85							
Tank Bottom waste	ton	.62	1.27						4.58				
Latex waste	ton		3.37										
Off-spec, aged or surplus org	ton		.8										
Unspec organic liquid mixture	ton	5.16	.87	.12									
Other organic solids	ton	6.03	.2			.06							
Contaminated soil	ton		528										
Liq with lead > 500 mg/l	ton	.99											
Liq with hal org>1g/l	ton	4.12	16.14	9.19	6.54	1.18	36.28	.41					

Site: LA 7TH STREET WEST
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: EPA ID#: CAD981692379

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				6.14	13.41	21.75	15.91	6.24	3.34	3.84		
Unspecified aqeous solution	ton	.32					168	2.7	1.99	.81			
Off-spec,aged/surplus inorg	ton			.12									
Inorganic solid waste	ton	.64				.15	492	5.31	2.1		5.75	2.97	
Oxygenated solvents	ton						.18						
Hydrocarbon solvents	ton	1.31	.86	.81	.44			.4	.25				
Unspecified solvent mixture	ton	2	6.79	.4						.07			
Unspecified solvent mixture	ton										.05		
Waste oil and mixed oil	ton	1.25	1.75	.58			2.51	11.79	14.57	25.24	44.44	32.95	
Oil/water sludge	ton			.08		4.17	50.98	28.14	6.01	4.17			
Unspec oil cont waste	ton	1.69			1.15	1.77	39.62	.35		2.5	.08	.72	
Tank Bottom waste	ton								.04	.04			
Off-spec, aged or surplus org	ton		.38	.22		.92	2.76	2.19	.85	.2	3.7	2.08	
Off-spec, aged or surplus org	ton											.6	
Off-spec, aged or surplus org	ton											.5	
Org liquids with halogens	ton		3.12										
Org liquids with restr metals	ton			1						9.51			
Unspec organic liquid mixture	ton		2.99	3.13		4.21	2.49			.58		.22	
Other organic solids	ton		.06			.35	1.2	1.65	.3	.55	.72	1.56	
Empty non-pesticide cont>30 gal	ton		.12			.1	.39					.01	
Empty containers<30 gal	ton		.04										
Liq with hal org>1g/l	ton	1.47	26.33	17.96	10.02	.24	.12	.28	.08				
Liquids with pH<2	ton			.08									

Site: CITY OF LA GENERAL SERVICES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile NE of the subject
Status: EPA ID#: CAR000140434

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton						.8				.45		

Site: CITY WAREHOUSE CORP
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile NE of the subject
Status: EPA ID#: CAC002553343

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton						.6						
Waste oil and mixed oil	ton						2.08						

Site: LA CONSOLIDATED FACILITIES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: EPA ID#: CAD981575657

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton		1.25		6.48	11.57	16.45	9.18					
Unspecified aqeous solution	ton		5					1.67					
Asbestos containing waste	ton					3.53		.33					
Oxygenated solvents	ton	1.49	2.62	1.28	1.13	1.54	.89	.79					
Hydrocarbon solvents	ton		3.54			.45							
Unspecified solvent mixture	ton	.8				.11						.11	
Waste oil and mixed oil	ton		3.28	29.19	4.17	9.67	34.51	3.49					
Oil/water sludge	ton	12.08			13.57	56.27	61.91	9.98					
Unspec oil cont waste	ton		1.15	17.56	6.33	10.85							
Tank Bottom waste	ton	.62	1.27						4.58				
Latex waste	ton		3.37										

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec, aged or surplus org	ton		.8										
Unspec organic liquid mixture	ton	5.16	.87	.12									
Other organic solids	ton	6.03	.2			.06							
Contaminated soil	ton		528										
Liq with lead > 500 mg/l	ton	.99											
Liq with hal org>1g/l	ton	4.12	16.14	9.19	6.54	1.18	36.28	.41					

Site: LA 7TH STREET WEST
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: EPA ID#: CAD981692379

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				6.14	13.41	21.75	15.91	6.24	3.34	3.84		
Unspecified aqeous solution	ton	.32					168	2.7	1.99	.81			
Off-spec,aged/surplus inorg	ton			.12									
Inorganic solid waste	ton	.64				.15	492	5.31	2.1		5.75	2.97	
Oxygenated solvents	ton						.18						
Hydrocarbon solvents	ton	1.31	.86	.81	.44			.4	.25				
Unspecified solvent mixture	ton	2	6.79	.4						.07			
Unspecified solvent mixture	ton										.05		
Waste oil and mixed oil	ton	1.25	1.75	.58			2.51	11.79	14.57	25.24	44.44	32.95	
Oil/water sludge	ton			.08		4.17	50.98	28.14	6.01	4.17			
Unspec oil cont waste	ton	1.69			1.15	1.77	39.62	.35		2.5	.08	.72	
Tank Bottom waste	ton								.04	.04			
Off-spec, aged or surplus org	ton		.38	.22		.92	2.76	2.19	.85	.2	3.7	2.08	
Off-spec, aged or surplus org	ton											.6	
Off-spec, aged or surplus org	ton											.5	
Org liquids with halogens	ton		3.12										
Org liquids with restr metals	ton			1						9.51			
Unspec organic liquid mixture	ton		2.99	3.13		4.21	2.49			.58		.22	
Other organic solids	ton		.06			.35	1.2	1.65	.3	.55	.72	1.56	
Empty non-pesticide cont>30 gal	ton		.12			.1	.39					.01	
Empty containers<30 gal	ton		.04										
Liq with hal org>1g/l	ton	1.47	26.33	17.96	10.02	.24	.12	.28	.08				
Liquids with pH<2	ton			.08									

Site: CHEVRON USA
Address: 901 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 188 - about .4 mile SW of the subject
Status: EPA ID#: CAC000051509

Site: ECI PRINTING
Address: 747 WAREHOUSE ST, F1 5
City: LOS ANGELES
Map Loc: 189 - about .4 mile W of the subject
Status: EPA ID#: CAR000088963

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with hal org>1g/l	ton					.27	.24						

Site: AMERICAN APPAREL
Address: 747 WAREHOUSE ST
City: LOS ANGELES
Map Loc: 189 - about .4 mile W of the subject
Status: EPA ID#: CAL000377000

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec,aged/surplus inorg	ton											3.82	
Inorganic solid waste	ton											.39	
Halogenated solvents	ton											.23	
Unspecified solvent mixture	ton											2.84	
Waste oil and mixed oil	ton											3.17	
Unspec oil cont waste	ton											.51	
Unspec oil cont waste	ton											.64	
Off-spec, aged or surplus org	ton											4.6	

Off-spec, aged or surplus org	ton											.04	
Other organic solids	ton											.12	
Empty containers<30 gal	ton											.12	

Site: L N COLOR
Address: 1381 E 6TH ST
City: LOS ANGELES
Map Loc: 190 - about .4 mile N of the subject
Status: EPA ID#: CAD983638636

Site: L & N COLOR LAB
Address: 1381 E 6TH ST
City: LOS ANGELES
Map Loc: 190 - about .4 mile N of the subject
Status: EPA ID#: CAL921564545

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Restricted Metal Sludge	ton		.52	.17									
Photochemical waste	ton			.14									

Site: LN COLOR
Address: 1381 E 6TH ST
City: LOS ANGELES
Map Loc: 190 - about .4 mile N of the subject
Status: EPA ID#: CAL000095551

Site: QUINN HEALTH PANTRY
Address: 680 S MYERS ST
City: LOS ANGELES
Map Loc: 191 - about .4 mile NE of the subject
Status: EPA ID#: CAD981378425

Site: VOLKSWORKS
Address: 1448 E 6TH ST
City: LOS ANGELES
Map Loc: 192 - about .4 mile N of the subject
Status: EPA ID#: CAD982050726

Site: UNION CENTRAL COLD STORAGE INC
Address: 1525 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 193 - about .4 mile NW of the subject
Status: EPA ID#: CAD981583891

Site: YRC USF REDDAWAY
Address: 10TH ST & LAWRENCE ST,SW CORNER OF
City: LOS ANGELES
Map Loc: 194 - about .4 mile SW of the subject
Status: EPA ID#: CAC002188055

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton									.35			

Site: U S BRASS
Address: 1350 ELWOOD ST
City: LOS ANGELES
Map Loc: 195 - about .4 mile SW of the subject
Status: EPA ID#: CAT080012545

Site: U.S. BRASS DIV. HOUSEHOLD MFG
Address: 1350 ELWOOD ST
City: LOS ANGELES
Map Loc: 195 - about .4 mile SW of the subject
Status: EPA ID#: CAD981462039

Site: CONOCO PHILLIPS #250152
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: EPA ID#: CAL000277991

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton							1.51					
Tank Bottom waste	ton								.2				

Site: UNOCAL SVC STA #0152
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: EPA ID#: CAD981646607

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton		.64										
Aq sol with org residues<10%	ton				1.59								
Unspecified aqeous solution	ton			.46									
Waste oil and mixed oil	ton			1.67									

Site: H & H OLYMPIC SERVICE
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: EPA ID#: CAD982052854

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.15	.91							
Oil/water sludge	ton					3.41			2.5				
Unspec oil cont waste	ton										.3		
Other organic solids	ton										.02		

Site: TOSCO CORPORATION STATION #303
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: EPA ID#: CAL000139083

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.04	2.6							
Unspecified aqeous solution	ton					.37							

Site: BUTLER WASH RACK
Address: 1367 E 7TH ST
City: LOS ANGELES
Map Loc: 197 - about .4 mile NW of the subject
Status: EPA ID#: CAD981172547

Site: HONOLULU FREIGHT SERVICE
Address: 2524 PORTER ST
City: LOS ANGELES
Map Loc: 198 - about .4 mile SE of the subject
Status: EPA ID#: CAC001241528

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton			.84									

Site: SUPERB PARTNERS
Address: 1701 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 199 - about .4 mile S of the subject
Status: EPA ID#: CAC000753080

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton		1.67										

Site: LIPKIN REALTY
Address: 2170 E 11TH ST
City: LOS ANGELES
Map Loc: 200 - about .4 mile S of the subject
Status: EPA ID#: CAC002685072

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton											1.46	

Site: OVERLAND TERMINAL LLC
Address: 1807 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 201 - about .4 mile SW of the subject
Status: EPA ID#: CAC002637473

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton									.08			

Site: RSR CORP
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: EPA ID#: CAC002603113

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton								18				
Contaminated soil	ton								23				
Contaminated soil	ton								23				

Site: QUEMETCO INC
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: EPA ID#: CAC002587198

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton							4.2					

Site: THERESA & FRANK LICHTENBERG
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: EPA ID#: CAC000575632

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	.71											

Site: QUEMETCO INC
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: EPA ID#: CAP000053892

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton				10								

Site: QUEMETCO CORPORATION
Address: 2182 E 11TH ST
City: LOS ANGELES
Map Loc: 202 - about .4 mile S of the subject
Status: EPA ID#: CAC000745752

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton			86.81									

Site: BASF WYANDOTTE CORP/METRO
Address: 1366 E 6TH ST
City: LOS ANGELES
Map Loc: 203 - about .4 mile N of the subject
Status: EPA ID#: CAT080029861

Site: STOVER SEED COMPANY
Address: 1415 E 6TH ST
City: LOS ANGELES
Map Loc: 204 - about .4 mile N of the subject
Status: EPA ID#: CAC000252401

Site: WILSTAC, INC DBA AD ART CO
Address: 1427 E 6TH ST
City: LOS ANGELES
Map Loc: 205 - about .4 mile N of the subject
Status: EPA ID#: CAD067754929

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton			5.25				.37					
Oil/water sludge	ton				.44								
Off-spec, aged or surplus org	ton	3.12											
Unspec organic liquid mixture	ton	2.24											
Organic solids with halogens	ton							.09					
Other organic solids	ton					.53							
Paint sludge	ton	3.47											
Photochemical waste	ton			.06									
Liq with hal org>1g/l	ton				.17	1.21	.28						

Site: METROPOLITAN DISTRIBUTION CO
Address: 1340 E 6TH ST
City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status: EPA ID#: CAX000044131

Site: METROPOLITAN DISTRIBUTION CENT
Address: 1340 E 6TH ST
City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status: EPA ID#: CAD006814370

Site: METRO BUSINESS ARCHIVES
Address: 1340 E 6TH ST
City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status: EPA ID#: CAC001088208

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton				.15								

Site: METRO BUSINESS ARCHIVES
Address: 1340 E 6TH ST

City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status: EPA ID#: CAC000212025

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	.06											

Site: JUSTICE PRODUCTIONS
Address: 1340 E 6TH ST
City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status: EPA ID#: CAC000240593

Site: LOS ANGELES GUN CLUB
Address: 1375 E 6TH ST,STE 7
City: LOS ANGELES
Map Loc: 209 - about .4 mile N of the subject
Status: EPA ID#: CAL000284615

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton							.25	.07	.12	143	.54	

Site: KONET CO INC
Address: 1362 LAWRENCE ST
City: LOS ANGELES
Map Loc: 210 - about .4 mile SW of the subject
Status: EPA ID#: CAC001408296

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton				7.09								

Site: ENIVRONMENTAL TRANSLOADING SER
Address: 1333 E 6TH ST
City: LOS ANGELES
Map Loc: 211 - about .4 mile N of the subject
Status: EPA ID#: CAC001141968

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton			.48									
Unspec organic liquid mixture	ton			.23									
Other organic solids	ton			.21									
Liquids with pH<2	ton			.13									

Site: WILLIAM EDGARDO LOPEZ
Address: 1333 E 6TH ST
City: LOS ANGELES
Map Loc: 211 - about .4 mile N of the subject
Status: EPA ID#: CAC001017024

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Contaminated soil	ton		.21										

Site: ENVIRONMENTAL TRANSLOADING SER
Address: 1333 E 6TH ST
City: LOS ANGELES
Map Loc: 211 - about .4 mile N of the subject
Status: EPA ID#: CAD020763751

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton	.22											
Unspec oil cont waste	ton				.11								
Empty containers<30 gal	ton		1.35										
Photochemical waste	ton		14.34	206	164								
Lab waste chemicals	ton		.03										

Site: ALBERTS ORGANICS
Address: 1330 E 6TH ST
City: LOS ANGELES
Map Loc: 212 - about .4 mile N of the subject
Status: EPA ID#: CAC000911136

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton		.8										

Site: THOMAS LIN PROPERTY
Address: 1438 E 6TH ST
City: LOS ANGELES
Map Loc: 213 - about .4 mile N of the subject
Status: EPA ID#: CAP601252777

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton			.04									
Unspecified alkaline solution	ton			.23									
Inorganic solid waste	ton			.9									
Waste oil and mixed oil	ton			.69									
Unspec oil cont waste	ton			.46									

Site: 6TH STREET LOFTS LLC
Address: 1309 E 6TH ST
City: LOS ANGELES
Map Loc: 214 - about .4 mile N of the subject
Status: EPA ID#: CAC002584159

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton							.58					
Off-spec, aged or surplus org	ton									.33			

Site: MOBILE REFIGERATION SERVICE
Address: 1740 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 215 - about .4 mile SW of the subject
Status: EPA ID#: CAL000001979

Site: BLUE DIAMOND APPARELL
Address: 1359 CHANNING ST
City: LOS ANGELES
Map Loc: 216 - about .4 mile SW of the subject
Status: EPA ID#: CAL922945177

Site: COAST LIGHTING
Address: 1359 CHANNING ST
City: LOS ANGELES
Map Loc: 216 - about .4 mile SW of the subject
Status: EPA ID#: CAD981643034

Site: BABA ENTERPRISES
Address: 1359 CHANNING ST
City: LOS ANGELES
Map Loc: 216 - about .4 mile SW of the subject
Status: EPA ID#: CAL913474550

Site: CITY OF L A GENERAL SERVICES
Address: 1451 E 6TH ST
City: LOS ANGELES
Map Loc: 217 - about .4 mile N of the subject
Status: EPA ID#: CAD981988322

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton				.02								
Waste oil and mixed oil	ton				.42						3.8	.3	
Oil/water sludge	ton	6.25											
Unspec oil cont waste	ton		.18							57.34	5		
Off-spec, aged or surplus org	ton				.02		.33	.07					
Contaminated soil	ton		.7										

Site: ALBE MARLE CORPORATION
Address: 1301 E 6TH ST
City: LOS ANGELES
Map Loc: 218 - about .4 mile N of the subject
Status: EPA ID#: CAC001270352

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton			.23									
Inorganic solid waste	ton			1.84									

Site: AMERICAN PRESIDENT LINES LTD
Address: 1301 E 6TH ST
City: LOS ANGELES
Map Loc: 218 - about .4 mile N of the subject
Status: EPA ID#: CAR000013243

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec organic liquid mixture	ton			.17									
Other organic solids	ton			2.32	.4								
Empty non-pesticide cont>30 gal	ton			1.43									

Site: SHOWA MARINE & COLD STORAGE
Address: 668 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 219 - about .4 mile NW of the subject
Status: EPA ID#: CAL000044507

Site: SHOWA MARINE AND COLD STORAGE
Address: 668 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 219 - about .4 mile NW of the subject
Status: EPA ID#: CAL000187839

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton			2.06			1.24		1.25			1.19	
Liq with hal org>1g/l	ton								.38		1.14		

Site: NADELL & CO INC
Address: 1313 E 6TH ST
City: LOS ANGELES
Map Loc: 220 - about .4 mile NW of the subject
Status: EPA ID#: CAD047456678

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified alkaline solution	ton						3.52						
Unspec oil cont waste	ton						.41						
Unspec organic liquid mixture	ton						3.77						
Other organic solids	ton						.7						

Site: EAGLE USA
Address: 1313 E 6TH ST
City: LOS ANGELES
Map Loc: 220 - about .4 mile N of the subject
Status: EPA ID#: CAC001422160

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton				.5								

Site: TRANSLOADING SERVICES CO
Address: 1313 E 6TH ST
City: LOS ANGELES
Map Loc: 220 - about .4 mile NW of the subject
Status: EPA ID#: CAX000092965

Site: BAYER CORP
Address: 1313 E 6TH ST
City: LOS ANGELES
Map Loc: 220 - about .4 mile N of the subject
Status: EPA ID#: CAC002455055

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Org liquids with halogens	ton						.2						

Site: MURPHY INDUSTRIAL COATINGS INC
Address: RTE 10 & 10/60 SEPERATION
City: LOS ANGELES
Map Loc: 221 - about .4 mile E of the subject
Status: EPA ID#: CAP601255630

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton		9										

Site: PROGRESSIVE PRODUCE CORP
Address: 1266 E 6TH ST
City: LOS ANGELES
Map Loc: 222 - about .4 mile N of the subject
Status: EPA ID#: CAC002274097

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Liq with hal org>1g/l	ton					.04							

Site: PROGRESSIVE PRODUCE CORPORATIO
Address: 1266 E 6TH ST
City: LOS ANGELES
Map Loc: 222 - about .5 mile NW of the subject
Status: EPA ID#: CAL000072717

Site: LUMARYS TIRE SERVICE
Address: 600 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 223 - about .5 mile N of the subject
Status: EPA ID#: CAC001463184

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton				8.88								
Tank Bottom waste	ton				2.08								
Empty non-pesticide cont>30 gal	ton				10								

Site: BOO-TO ENTERPRISES INC
Address: 1291 E 6TH ST
City: LOS ANGELES
Map Loc: 225 - about .5 mile NW of the subject
Status: EPA ID#: CAC000635656

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	9.26											

Site: STERICYCLE INC
Address: 654 S MYERS ST
City: LOS ANGELES

Map Loc: 226 - about .5 mile NE of the subject
Status: EPA ID#: CAL000190216

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton												
Inorganic solid waste	ton								.01				
Unspec organic liquid mixture	ton							.05	.01	.02	.01		
Other organic solids	ton							.02					
Photochemical waste	ton					.49	.44						

Site: LOS ANGELES CITY/COMMUNITY DEV
Address: 843 S NAOMI AVE
City: LOS ANGELES
Map Loc: 227 - about .5 mile W of the subject
Status: EPA ID#: CAX000081844

Site: OLYMPIC PLATING AND POLIS
Address: 843 S NAOMI AVE
City: LOS ANGELES
Map Loc: 227 - about .5 mile W of the subject
Status: EPA ID#: CAD008253205

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified sludge	ton	8.42											

Site: J&J DIESEL
Address: 919 MC GARRY ST
City: LOS ANGELES
Map Loc: 228 - about .5 mile SW of the subject
Status: EPA ID#: CAD981634629

Site: WINTER & BAIN, INC
Address: 1410 ELWOOD ST
City: LOS ANGELES
Map Loc: 229 - about .5 mile SW of the subject
Status: EPA ID#: CAD008315145

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oil/water sludge	ton				9.88	8.89	13.6	8.72	4.14	5	6.26		
Unspec oil cont waste	ton										6.67		
Unspec organic liquid mixture	ton			.33									
Other organic solids	ton									.1	.17		

Site: NATIONAL AEROSOL PRODUCTS
Address: 2200 E 11TH ST
City: LOS ANGELES
Map Loc: 230 - about .5 mile S of the subject
Status: EPA ID#: CAC000188223

Site: ACME DIE CUTTING SERVICE
Address: 581 MATEO ST
City: LOS ANGELES
Map Loc: 231 - about .5 mile N of the subject
Status: EPA ID#: CAD054836523

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton			.46	.46								
Oil/water sludge	ton			.46									

Site: LA STRUCTURAL YARD ZONE #1
Address: 2474 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 232 - about .5 mile SE of the subject

Status: EPA ID#: CAD981988447

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		.02										
Off-spec, aged or surplus org	ton		.04										
Other organic solids	ton		.02										
Empty non-pesticide cont>30 gal	ton		.02										
Contaminated soil	ton	.05											

Site: S. E. RYKOFF & CO.
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAX000077032

Site: LOOFAH PRODUCTIONS LLC
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAC002560381

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified aqeous solution	ton						1.6						

Site: S E RYKOFF CO
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAD981392095

Site: SE RYKOFF & CO
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAD982349748

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton			14.6	.23								
Org liquids with restr metals	ton				.33								

Site: S.E. RYKOFF
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAC000564992

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton	.25											

Site: S E RYKOFF CO
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAD981392095

Site: ALAMEDA PRODUCE MARKET
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAC001274552

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Asbestos containing waste	ton				25.28								

Site: S.E.RYKOFF & CO OF LOS ANGELES
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAC000293881

Site: ALAMEDA PRODUCE MARKET LLC
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: EPA ID#: CAL000373282

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Off-spec,aged/surplus inorg	ton												
Asbestos containing waste	ton											14	
Unspec oil cont waste	ton											.06	
Off-spec, aged or surplus org	ton											1.62	
Other organic solids	ton											.08	

Site: ELEVATOR RESEARCH AND MANUFACT
Address: 1420 ELWOOD ST
City: LOS ANGELES
Map Loc: 235 - about .5 mile SW of the subject
Status: EPA ID#: CAC001332904

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton			4.8									
Other organic solids	ton			.1									

Site: AESTHETIC FRAME DESIGN
Address: 1275 E 6TH ST
City: LOS ANGELES
Map Loc: 236 - about .5 mile NW of the subject
Status: EPA ID#: CAD982416364

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Halogenated solvents	ton		.13										
Oxygenated solvents	ton	.2											
Other organic solids	ton			.08									
Empty containers<30 gal	ton	.2											

Site: SUN CHEMICALS
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: EPA ID#: CAC002467327

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton					.04							

Site: WORKING BEAR PRODUCTIONS
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: EPA ID#: CAC002353903

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton					.04							
Latex waste	ton					.12							
Other organic solids	ton					.07							

Site: NEW LINE CINEMA
Address: 590 S SANTA FE AVE
City: LOS ANGELES

Map Loc: 237 - about .5 mile N of the subject
Status: EPA ID#: CAC001220272

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton			.21									

Site: INMONT CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: EPA ID#: CAD055779417

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol (PH>12.5) with restr metals	ton		.88										
Sol without metals (PH >12.5)	ton		.23										
Aq sol with org residues > 10%	ton			.22									
Aq sol with org residues<10%	ton	147	5.21										
Off-spec,aged/surplus inorg	ton		.08										
Asbestos containing waste	ton			42.14									
Inorganic solid waste	ton		.7										
Unspecified solvent mixture	ton	183											
Off-spec, aged or surplus org	ton		.1	12.53									
Unspec organic liquid mixture	ton			19.41									
Other organic solids	ton			44.03	.04								
Paint sludge	ton	25.27											
Contaminated soil	ton		63.21										
Liq with hal org>1g/l	ton		.04		.23								
Liquids with pH<2	ton		.04										
Liq with pH<2 & restr metals	ton		.04	.2									

Site: SUN CHEMICAL CORP
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: EPA ID#: CAL912675535

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton		2.75										
Other organic solids	ton		.15										

Site: OLIVER & WILLIAMS ELEVATORS
Address: 1411 S WILSON ST
City: LOS ANGELES
Map Loc: 238 - about .5 mile S of the subject
Status: EPA ID#: CAX000086876

Site: OLIVER & WILLIAMS ELEVATORS
Address: 1411 S WILSON ST
City: LOS ANGELES
Map Loc: 238 - about .5 mile S of the subject
Status: EPA ID#: CAC001022672

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton		2.14										

Site: OLIVER & WILLIAMS ELEVATORS
Address: 1411 S WILSON ST
City: LOS ANGELES
Map Loc: 238 - about .5 mile S of the subject
Status: EPA ID#: CAL000179798

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						13.08	16.96					
Oil/water sludge	ton	.32		10.38	4.68	9.08	330	4.55					
Other organic solids	ton							1.85					

Site: UNIVERSAL DYEING & PRINTING, I
Address: 2303 E 11TH ST
City: LOS ANGELES
Map Loc: 239 - about .5 mile S of the subject
Status: EPA ID#: CAR000201822

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Halogenated solvents	ton									4.13			
Oxygenated solvents	ton									.54	.33		
Waste oil and mixed oil	ton									2.3			

Site: MILLS-MILLER-MILLS
Address: 942 LONG BEACH AVE, 942-944
City: LOS ANGELES
Map Loc: 242 - about .5 mile W of the subject
Status: EPA ID#: CAC001506658

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Halogenated solvents	ton				.06								
Hydrocarbon solvents	ton				.13								

Site: ABOOD, NICK
Address: 1401 ELWOOD ST
City: LOS ANGELES
Map Loc: 243 - about .5 mile SW of the subject
Status: EPA ID#: CAC000255569

Site: COMPLETE PARTS CLEANER SERVICE
Address: 582 MATEO ST
City: LOS ANGELES
Map Loc: 244 - about .5 mile N of the subject
Status: EPA ID#: CAL000273894

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton										.08	.07	
Aq sol with org residues<10%	ton						11.18	2.66					
Hydrocarbon solvents	ton						15.29	3.21					

Site: COMPLETE PARTS CLEANER SERVICE
Address: 582 MATEO ST
City: LOS ANGELES
Map Loc: 244 - about .5 mile N of the subject
Status: EPA ID#: CAC002567942

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton	.32					19.53						
Hydrocarbon solvents	ton	.32					65.54						

Site: ELIE ENVIRONMENTAL SERVICES IN
Address: 582 MATEO ST
City: LOS ANGELES
Map Loc: 244 - about .5 mile N of the subject
Status: EPA ID#: CAL000203192

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton										.03		
Aq sol with org residues<10%	ton					6.86	135						
Hydrocarbon solvents	ton					7.38	148						
Unspec oil cont waste	ton						2.71	1.7					

Site: SAFFOLA QUALITY FOODS
Address: 633 S MISSION RD
City: LOS ANGELES
Map Loc: 245 - about .5 mile NE of the subject
Status: EPA ID#: CAL000026042

Site: WILSEY FOODS INC
Address: 633 S MISSION RD
City: LOS ANGELES
Map Loc: 245 - about .5 mile NE of the subject
Status: EPA ID#: CAD131290330

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Aq sol with org residues > 10%	ton				2.74	.67							
Unspecified aqeous solution	ton				.23	2.7	1.57	2.8	.2				
Unspecified aqeous solution	ton								.41				
Off-spec,aged/surplus inorg	ton												
Halogenated solvents	ton		2.07	2.07	2.48	.89							
Unspecified solvent mixture	ton	.22											
Waste oil and mixed oil	ton				5.46		2.08	3.89	4.45	3.08			
Tank Bottom waste	ton	.32					3947						
Off-spec, aged or surplus org	ton						.9						
Unspec organic liquid mixture	ton	.44											
Organic solids with halogens	ton	.91											
Other organic solids	ton				.34								
Empty non-pesticide cont>30 gal	ton					.26							
Liq with hal org>1g/l	ton				.69								
Liquids with pH<2	ton	2.25	1.38					.08					

Site: BABA ENTERPRISES
Address: 1395 CHANNING ST
City: LOS ANGELES
Map Loc: 246 - about .5 mile SW of the subject
Status: EPA ID#: CAL000066467

Site: S E RYKOFF & CO
Address: 737 TERMINAL ST
City: LOS ANGELES
Map Loc: 247 - about .5 mile W of the subject
Status: EPA ID#: CAD981368277

		88-91	*92-95*	*96/97*	*98/99*	*00/01*	*02/03*	*04/05*	*06/07*	*08/09*	*10/11*	*12/13*	*14/15*
Sol without metals (PH >12.5)	ton		.41			.55							
Aq sol with metals>restr levels	ton					.08							
Aq sol with org residues<10%	ton				.66	.32							
Unspecified aqeous solution	ton	1.11	1.84										
Off-spec,aged/surplus inorg	ton			14.16		.48							
Asbestos containing waste	ton		13.15	.59	.17								
Inorganic solid waste	ton	.03	.78	.02	.12	.32							
Halogenated solvents	ton					.02							
Hydrocarbon solvents	ton				.81								
Unspecified solvent mixture	ton	.22											
Waste oil and mixed oil	ton	1.26	2.44	.23	.69	.37							
Oil/water sludge	ton		.69										
Unspec oil cont waste	ton		.69	.23		.83							
Pesticide rinse water	ton	.02											
Pesticides waste	ton	.28		.35									
Off-spec, aged or surplus org	ton					1.45							
Unspec organic liquid mixture	ton	2.22		.23									
Other organic solids	ton	1.32			.4	.01							
Empty non-pesticide cont>30 gal	ton	1.68				.03							
Photochemical waste	ton	.55		.2									
Lab waste chemicals	ton					.37							
Detergent & soaps	ton	.22											
Liquids with pH<2	ton				.02	.07							

Site: L A CITY MAINTENANCE ASPHALT P
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 248 - about .5 mile SE of the subject
Status: EPA ID#: CAD981438120

Site: LA ASPHALT PLANT #1
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 248 - about .5 mile SE of the subject
Status: EPA ID#: CAD981988389

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton	.32			.63	.31	40.96	.86	.44	.59	.5		
Asbestos containing waste	ton				16.86								
Oxygenated solvents	ton				.07								
Waste oil and mixed oil	ton	42.92	83.4	.83	1.46	1.05		1.66			10.26		
Unspec oil cont waste	ton		1.88	14.77	17.1								
Tank Bottom waste	ton	.5						.2			2.81		
Off-spec, aged or surplus org	ton				.12	.01					.75		
Other organic solids	ton		.5		.25	.52	6				.4		
Empty non-pesticide cont>30 gal	ton	1			.34								
Contaminated soil	ton	2	.4	2.5									

Site: J.J.TRUCK REPAIR
Address: 938 LONG BEACH AVE
City: LOS ANGELES
Map Loc: 250 - about .5 mile W of the subject
Status: EPA ID#: CAL000014171

Site: INK MAKERS INC
Address: 944 LONG BEACH AVE
City: LOS ANGELES
Map Loc: 251 - about .5 mile W of the subject
Status: EPA ID#: CAD058032285

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton	.97											
Unspec organic liquid mixture	ton			1.38									

Site: OLIVER WILSON ST
Address: 1418 ELWOOD ST
City: LOS ANGELES
Map Loc: 252 - about .5 mile SW of the subject
Status: EPA ID#: CAD981635626

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton	20.14											
Other organic solids	ton				.06								

Site: ROGMA CONSTRUCTION SERVICES IN
Address: 1328 WILLOW ST
City: LOS ANGELES
Map Loc: 254 - about .5 mile N of the subject
Status: EPA ID#: CAC002628074

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton									.42			

Site: C & W CHEMICAL CO INC
Address: 1328 WILLOW ST
City: LOS ANGELES
Map Loc: 254 - about .5 mile N of the subject
Status: EPA ID#: CAD048478499

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Tank Bottom waste	ton		6.26										

Site: LINSOL CORP
Address: 1330 WILLOW ST

City: LOS ANGELES
Map Loc: 255 - about .5 mile N of the subject
Status: EPA ID#: CAX000241406

Site: CLIFF WALLS MACHINERY
Address: 580 MATEO ST
City: LOS ANGELES
Map Loc: 256 - about .5 mile N of the subject
Status: EPA ID#: CAL000080864

Site: KRUSE METALS
Address: 1330 CHANNING ST
City: LOS ANGELES
Map Loc: 257 - about .5 mile SW of the subject
Status: EPA ID#: CAC001328832

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton					.66							

Site: KRUSI METALS MANUFACTURING CO.
Address: 1330 CHANNING ST
City: LOS ANGELES
Map Loc: 257 - about .4 mile SW of the subject
Status: EPA ID#: CAX000143461

Site: JOEL & ARONOFF WEST INC
Address: 1323 WILLOW ST
City: LOS ANGELES
Map Loc: 259 - about .5 mile N of the subject
Status: EPA ID#: CAD077236487

Site: JOHN MORRELL & COMPANY
Address: 1335 WILLOW ST
City: LOS ANGELES
Map Loc: 260 - about .5 mile N of the subject
Status: EPA ID#: CAC001076924

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Sol without metals (PH >12.5)	ton			.15									
Aq sol with org residues<10%	ton			.5									
Waste oil and mixed oil	ton			1.08									
Off-spec, aged or surplus org	ton			.54									
Unspec organic liquid mixture	ton			.29									
Empty non-pesticide cont>30 gal	ton			.42									

Site: MORRELL AND COMPANY
Address: 1335 WILLOW ST
City: LOS ANGELES
Map Loc: 260 - about .5 mile N of the subject
Status: EPA ID#: CAD982317182

Site: JOHN MORRELL & COMPANY
Address: 1335 WILLOW ST
City: LOS ANGELES
Map Loc: 260 - about .5 mile N of the subject
Status: EPA ID#: CAC000229681

Site: SPILO, CHARLES G
Address: 585 S SANTA FE AVE

City: LOS ANGELES
Map Loc: 261 - about .5 mile N of the subject
Status: EPA ID#: CAC000520840

Site: MERRILL YOUNG
Address: 1926 E 14TH ST
City: LOS ANGELES
Map Loc: 262 - about .5 mile SW of the subject
Status: EPA ID#: CAD982507311

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton						.66						
Off-spec, aged or surplus org	ton	4.15	1.46										
Unspec organic liquid mixture	ton			2.58		1.28	7.5						
Empty non-pesticide cont>30 gal	ton			.58	.31								
Photochemical waste	ton		.41	.26	.09								
Liq with chrom(IV)>500mg/l	ton		1.46										

Site: KELLOW BROWN CO.
Address: 1926 E 14TH ST
City: LOS ANGELES
Map Loc: 262 - about .5 mile SW of the subject
Status: EPA ID#: CAX000078931

Site: CENTURY SCREEN PRINTING
Address: 1421 LAWRENCE ST
City: LOS ANGELES
Map Loc: 263 - about .5 mile SW of the subject
Status: EPA ID#: CAD981390628

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton	.83											

Site: COLTON, HENRY
Address: 2155 E 14TH ST
City: LOS ANGELES
Map Loc: 264 - about .5 mile S of the subject
Status: EPA ID#: CAC000251473

Site: JM HARMON CONSTRUCTION CO
Address: 2155 E 14TH ST
City: LOS ANGELES
Map Loc: 264 - about .5 mile S of the subject
Status: EPA ID#: CAC002450639

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton					.22							

Site: A-1 EXPRESS DELIVERY SERVICE
Address: 2163 E 14TH ST
City: LOS ANGELES
Map Loc: 265 - about .5 mile S of the subject
Status: EPA ID#: CAX000048967

Site: COAST PRODUCE
Address: 2163 E 14TH ST
City: LOS ANGELES
Map Loc: 265 - about .5 mile S of the subject
Status: EPA ID#: CAR000082263

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15

Aq sol with org residues<10% ton .18

Site: COAST PRODUCE
Address: 2163 E 14TH ST
City: LOS ANGELES
Map Loc: 265 - about .5 mile S of the subject
Status: EPA ID#: CAL921743824

Site: A1 EXPRESS DELIVERY SERVICE IN
Address: 2163 E 14TH ST
City: LOS ANGELES
Map Loc: 265 - about .5 mile S of the subject
Status: EPA ID#: CAL000014679

Site: LA PUMPING PLANT #10
Address: 2251 E 11TH ST
City: LOS ANGELES
Map Loc: 266 - about .5 mile S of the subject
Status: EPA ID#: CAD981989817

Site: GLACIER COLD STORAGE LTD
Address: 2233 JESSE ST
City: LOS ANGELES
Map Loc: 267 - about .5 mile NE of the subject
Status: EPA ID#: CAL000265106

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Waste oil and mixed oil	ton	.32					266	2.05	2.09	.38	2.7	.87	

Site: TERMINAL REFRIGERATING COMPANY
Address: 2233 JESSE ST
City: LOS ANGELES
Map Loc: 267 - about .5 mile NE of the subject
Status: EPA ID#: CAD006909014

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton				.12	.08							
Hydrocarbon solvents	ton				.42								
Waste oil and mixed oil	ton	6.87	3.96										
Other organic solids	ton				.09								

Site: G.M. PROCTOR & SONS INC
Address: 651 S RIO ST
City: LOS ANGELES
Map Loc: 269 - about .5 mile NE of the subject
Status: EPA ID#: CAC002565169

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Inorganic solid waste	ton						.32						
Waste oil and mixed oil	ton						.2						

Site: SUNLAND TIRE CO INC
Address: 1700 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 270 - about .5 mile S of the subject
Status: EPA ID#: CAL000058724

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton			1.42									
Unspecified aqeous solution	ton		.73										

Site: 1700 SANTA FE LTD
Address: 1700 S SANTA FE AVE

City: LOS ANGELES
Map Loc: 270 - about .5 mile S of the subject
Status: EPA ID#: CAD981425150

Site: SUNLAND TIRE CO INC
Address: 1700 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 270 - about .4 mile S of the subject
Status: EPA ID#: CAL000076626

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton			.23	.63								
Unspecified solvent mixture	ton		.05	.04									

Site: UNION PACIFIC RAILROAD
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: EPA ID#: CAC002630751

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspecified solvent mixture	ton									.54			

Site: NATIONAL AEROSOL PRODUCTS CO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: EPA ID#: CAD008252355

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Oxygenated solvents	ton	20.01	44.35	18.97									
Unspecified solvent mixture	ton			1									
Unspec oil cont waste	ton			.21									
Tank Bottom waste	ton	.99											
Off-spec, aged or surplus org	ton			19.43									
Other organic solids	ton			.9									
Empty non-pesticide cont>30 gal	ton			16.01									
Liq with hal org>1g/l	ton		66.71	17.3									

Site: A ABBEY METALS INTL
Address: 1931 MATEO ST
City: LOS ANGELES
Map Loc: 272 - about .5 mile S of the subject
Status: EPA ID#: CAP000193276

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Paint sludge	ton									3			

Site: DELTA CME
Address: 1751 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 274 - about .5 mile S of the subject
Status: EPA ID#: CAD980884308

Site: EXPRESS CO
Address: 1751 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 274 - about .5 mile S of the subject
Status: EPA ID#: CAX000244160

Site: CTD MACHINES INC
Address: 2300 E 11TH ST
City: LOS ANGELES

Map Loc: 277 - about .5 mile S of the subject
Status: EPA ID#: CAL000008675

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues > 10%	ton							.22		.46			
Unspecified aqeous solution	ton		.23										
Waste oil and mixed oil	ton	.2					.9	.33	.31				
Off-spec, aged or surplus org	ton				.92								
Unspec organic liquid mixture	ton						.44						
Other organic solids	ton				.48								

Site: CTD MACHINES INC
Address: 2300 E 11TH ST
City: LOS ANGELES
Map Loc: 277 - about .5 mile S of the subject
Status: EPA ID#: CAC002247225

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Unspec oil cont waste	ton					.41							

Site: LEVILOFF REFEREE SHIP
Address: 1345 E 7TH ST
City: LOS ANGELES
Map Loc: 281 - about .5 mile NW of the subject
Status: EPA ID#: CAC000924744

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Aq sol with org residues<10%	ton		28.73										
Unspec organic liquid mixture	ton				.08								
Other organic solids	ton				.04								

Site: UNOCAL SO CAL. DIV. PIPE LINE
Address: IMPERIAL HWY, E OF BLOOM-
City: LOS ANGELES
Status: EPA ID#: CAC001010256

		88-91	92-95	96/97	98/99	00/01	02/03	04/05	06/07	08/09	10/11	12/13	14/15
Other organic solids	ton		328										
Contaminated soil	ton		160										

UST Permitted Underground Storage Tanks - State Water Quality Control Board

The Corteses Bill (AB2013), enacted in 1983, required registration of all underground storage tanks (UST) with the State Water Quality Control Board by July 1, 1984. About 176,000 tanks and surface impounds were registered between 1984 and 1987. An amendment (AB 1413) was passed in 1987, effectively removing the State Board from the registration process starting January 1, 1988. The data reflects the information collected by the state between 1984 and 1987 as well as recent time and includes all tanks and surface impounds in use or closed after 1974.

Home and farm heating fuel tanks with capacities of 1,100 gallons or less and "structures such as sumps, separators, storm drains, catch basins, oil field gathering lines, refinery pipelines, lagoons, evaporation ponds, well cellars, separation sumps, lined and unlined pits, sumps and lagoons" except those defined as UST under HSWA or may be regulated to protect water quality under the Porter-Cologne Water Quality Control Act are excluded.

This list has been researched within half of a mile radius of the subject site.

Site: CONSOLIDATED FIBRES, INC
Address: 1005 MATEO ST
City: LOS ANGELES
Map Loc: 2 - about .0 mile S of the subject
Status: 00000041255 WASTE PAPER RECYCLIN 87 yÃ" yÃ"_ (198798A)

Activity: WASTE PAPER RECYCLI

Site: CONSOLIDATED FIBRES/SETTSU INC
Address: 2025 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 5 - about .0 mile SE of the subject
Status: íÅ" íÅ"_ (191998A)

Site: WEST CENTRAL PRODUCE INC.
Address: 2017 E VIOLET ST
City: LOS ANGELES
Map Loc: 11 - about .1 mile N of the subject
Status: 90021 23637 (192014)

Site: WEST CENTRAL PRODUCE, INC
Address: 2045 E VIOLET ST
City: LOS ANGELES
Map Loc: 13 - about .1 mile NE of the subject
Status: 90021 25051 (192014)

Site: AMERICAN PRODUCE CO
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: 00000020509 87 ¢"' ¢"'_ (192013)

Site: AMERICAN PRODUCE COMPANY
Address: 826 MATEO ST
City: LOS ANGELES
Map Loc: 30 - about .1 mile N of the subject
Status: 90021 23995 (192014)

Site: HALBERT BROTHERS, INC.
Address: 2116 BAY ST
City: LOS ANGELES
Map Loc: 31 - about .1 mile E of the subject
Status: 00000006613 TRUCKING 8792 60871 (1987&93)

Activity: TRUCKING

Site: I.G. HING SERVICE CO.
Address: 821 MATEO ST
City: LOS ANGELES
Map Loc: 35 - about .1 mile N of the subject
Status: 00000055526 FORKLIFT REPAIR 8792 63806 (1987&93)

Activity: FORKLIFT REPAIR

Site: 7 BAY TRUCK STATION
Address: 930 S SANTA FE AVE
City: LOS ANGELES

Map Loc: 36 - about .1 mile NE of the subject
Status: 90021 24476 (192014)

Site: LOUIE'S FLEET MAINTENANCE
Address: 930 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 36 - about .1 mile NE of the subject
Status: 00000055465 GAS STATION 87 ÈÃ" ÈÃ"_ (1987&A9)

Activity: GAS STATION

Site: HALBERT BROTHERS, INCORPORATED
Address: 2116 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 42 - about .1 mile E of the subject
Status: l@" l@"_ (191998A)

Site: ALLEN PRIME MEATS
Address: 2312 DAMON ST
City: LOS ANGELES
Map Loc: 46 - about .1 mile S of the subject
Status: 90021 24028 (192014)

Site: SHIPLY/DE PUTE MEAT CO INC
Address: 2312 DAMON ST
City: LOS ANGELES
Map Loc: 46 - about .2 mile S of the subject
Status: 00000061316 WHOLESALE MEAT 8792 ïÃ" ïÃ"_ (1987&A9)

Activity: WHOLESALE MEAT

Site: UNITED MELON DISTRIBUTORS, INC
Address: 1811 SACRAMENTO ST
City: LOS ANGELES
Map Loc: 51 - about .1 mile W of the subject
Status: 00000007730 PRODUCE DISTR. 8792 ÷Â" ÷Â"_ (198798A)

Activity: PRODUCE DISTR.

Site: HILL BROS. CHEMICAL CO.
Address: 2159 BAY ST
City: LOS ANGELES
Map Loc: 53 - about .1 mile E of the subject
Status: 00000050804 FACTORY 87 †i" †i"_ (198798A)

Activity: FACTORY

Site: VARALINA EXXON STATION
Address: 1935 E 7TH ST
City: LOS ANGELES
Map Loc: 72 - about .2 mile N of the subject
Status: 00000029341 GAS STATION 8792 ˜_" ˜_"_ (198798I)

Activity: GAS STATION

Site: FRICTION MATERIALS CO OF LA
Address: 2029 E 7TH ST
City: LOS ANGELES
Map Loc: 74 - about .2 mile N of the subject
Status: 90021 25049 (192014)

Site: FRED KORT
Address: 2040 E 7TH ST
City: LOS ANGELES
Map Loc: 75 - about .2 mile N of the subject
Status: 90021 24107 (192014)

Site: LOS ANGELES TIMES OLYMPICFACIL
Address: 2000 E 8TH ST
City: LOS ANGELES
Map Loc: 78 - about .2 mile W of the subject
Status: 90021 23572 (192014)

Site: FRED KORT
Address: 2060 E 7TH ST
City: LOS ANGELES
Map Loc: 79 - about .2 mile N of the subject
Status: 90021 24111 (192014)

Site: FRED KORT
Address: 2060 E 7TH ST
City: LOS ANGELES
Map Loc: 79 - about .2 mile N of the subject
Status: 24111 (19)

Site: ADECO, INC
Address: 676 MATEO ST
City: LOS ANGELES
Map Loc: 93 - about .2 mile N of the subject
Status: 00000034007 WHOLESALER-BEVERAGE 87 ¹+" ¹+"_ (198798A)

Activity: WHOLESALER-BEVERAGE

Site: LOS ANGELES TIMES
Address: 1150 LAWRENCE ST
City: LOS ANGELES
Map Loc: 96 - about .2 mile W of the subject
Status: <Ç" <Ç"_ (191998A)

Site: FRICTION MATERIALS COMPANY
Address: 675 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 100 - about .2 mile NE of the subject
Status: áÄ" áÄ"_ (191998A)

Site: MALKI SHEEL SERVICE
Address: 1750 E 7TH ST
City: LOS ANGELES
Map Loc: 102 - about .3 mile NW of the subject
Status: ÅÇ" ÅÇ"_ (191998A)

Site: A-1 NOVELTY
Address: 1855 INDUSTRIAL ST
City: LOS ANGELES
Map Loc: 108 - about .3 mile N of the subject
Status: ßÆ" ßÆ"_ (191998A)

Site: GRANT & COMPANY
Address: 2144 E 7TH ST
City: LOS ANGELES
Map Loc: 114 - about .3 mile NE of the subject
Status: 00000047326 FOUNDRY SPY MFG. 8792 ¹¾" ¹¾"_ (198798I)

Activity: FOUNDRY SPY MFG.

Site: DISTRIBUTING STATION 5
Address: 1504 MATEO ST
City: LOS ANGELES
Map Loc: 117 - about .3 mile S of the subject
Status: 00000064818 WATER/ELECTRIC UTILI 87 63801 (1987)

Activity: WATER/ELECTRIC UTIL

Site: HERTZ PENSKE TRUCK LEASING INC
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status: 19024737 (19A2&A9)

Site: PENSKE TRUCK LEASING CO.,L.P.
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status: 90021 23575 (192014)

Site: HERTZ PENSKE TRUCK LEASING INC
Address: 2300 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 125 - about .3 mile S of the subject
Status: 00000060894 TRUCK LEASING aK"_ (1987&A9)

Activity: TRUCK LEASING

Site: WESTERN WAREHOUSING - L.A.
Address: 780 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 137 - about .3 mile W of the subject
Status: 00000006521 PRODUCE WHSE 87 Ï_" Ï_"_ (198798I)

Activity: PRODUCE WHSE

Site: LOS ANGELES MAINTENANCE CENTER
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: 00000003024 BUS MAINT. & FUELING 8792 ÿ&" ÿ&"_ (1987&A9)

Activity: BUS MAINT. & FUELIN

Site: LOS ANGELES MAINTENANCE CENTER
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: 00000003027 BUS MAINT. & FUELING 8792 60182 (1987&93)

Activity: BUS MAINT. & FUELIN

Site: GREYHOUND LINES INC.
Address: 1614 E 7TH ST
City: LOS ANGELES
Map Loc: 138 - about .3 mile NW of the subject
Status: 90021 24986 (192014)

Site: APEX WHOLESALE PRODUCE INC
Address: 1580 JESSE ST
City: LOS ANGELES
Map Loc: 141 - about .3 mile NE of the subject
Status: 00000068675 PRODUCE DELIVERY 8792 ‚Ä" ‚Ä"_ (198798A)

Activity: PRODUCE DELIVERY

Site: NORM SOLOMON & GARY OSHEROFF
Address: 2140 E 7TH ST
City: LOS ANGELES
Map Loc: 142 - about .3 mile NE of the subject
Status: 90021 24110 (192014)

Site: NORM SOLOMON & GARY OSHEROFF
Address: 2140 E 7TH ST
City: LOS ANGELES
Map Loc: 142 - about .3 mile NE of the subject
Status: 24110 (19)

Site: CHAFFEE WHOLESALE
Address: 800 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 145 - about .3 mile W of the subject
Status: û! û!_ (191998A)

Site: MUTUAL LIQUID GAS/EQUIPMENT CO
Address: 744 S ALAMEDA ST
City: LOS ANGELES

Map Loc: 149 - about .3 mile W of the subject
Status: ÚÄ" ÚÄ"_ (191998A)

Site: STATE WIDE SALES CO. INC.
Address: 742 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 150 - about .4 mile W of the subject
Status: 00000005352 PRIVATE USE 87 ÞÂ" ÞÂ"_ (1987&A9)

Activity: PRIVATE USE

Site: STATE WIDE SALES COMPANY,INC
Address: 742 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 150 - about .4 mile W of the subject
Status: 90021 23975 (192014)

Site: COMMERCIAL OIL
Address: 2441 PORTER ST
City: LOS ANGELES
Map Loc: 151 - about .4 mile SE of the subject
Status: 00000005219 OIL COMPANY 8792 ÙÂ" ÙÂ"_ (198798A)

Activity: OIL COMPANY

Site: SOUTH CENTRAL
Address: 2172 E 7TH ST
City: LOS ANGELES
Map Loc: 153 - about .4 mile NE of the subject
Status: 00000047123 CITY OF LOS ANGELES 8792 —l" —l"_ (198798A)

Activity: CITY OF LOS ANGELES

Site: SHELL OIL SERVICE STATION
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .3 mile SE of the subject
Status: 00060899 19001208 (1995A)

Site: SHELL OIL SERVICE STATION
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .4 mile SE of the subject
Status: 00000052591 RURAL FARM USE 00060899 55 (1987&A9)

Activity: RURAL FARM USE

Site: BOUTROS SHELL
Address: 1520 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 154 - about .3 mile SE of the subject
Status: 90021 24963 (192014)

Site: MAP WAREHOUSE INC
Address: 800 MC GARRY ST
City: LOS ANGELES
Map Loc: 155 - about .4 mile W of the subject
Status: 1901ç_"_ (199598I)

Site: CHAFFEE WHSE.
Address: 821 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 156 - about .4 mile W of the subject
Status: 00000064461 WAREHOUSE & TRUCKING 87 60484 (1987)

Activity: WAREHOUSE & TRUCKIN

Site: CONSOLIDATED FACILITIES
Address: 786 S MISSION RD
City: LOS ANGELES
Map Loc: 160 - about .4 mile E of the subject
Status: 90023 24063 (192014)

Site: BUREAU OF SANITATION
Address: 786 S MISSION RD
City: LOS ANGELES
Map Loc: 160 - about .4 mile E of the subject
Status: &Æ" &Æ"_ (1919&A9)

Site: MACK TRUCKS, INC.
Address: 2340 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 162 - about .4 mile S of the subject
Status: 00000005056 SALES & SERVICE 87 €F" €F"_ (198798I)

Activity: SALES & SERVICE

Site: J HELLMAN PRODUCE INCORPORATED
Address: 777 S MISSION RD
City: LOS ANGELES
Map Loc: 163 - about .4 mile E of the subject
Status: õÄ" õÄ"_ (191998A)

Site: MOLIEF ENTERPRISES
Address: 1600 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 164 - about .4 mile S of the subject
Status: ¹Ä" ¹Ä"_ (191998A)

Site: CENTRAL STATION
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: 00000007547 PUBLIC UTILITY 87 64194 (1987&A9)

Activity: PUBLIC UTILITY

Site: OLYMPIC
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: 00000007477 PUBLIC UTILITY 87 ·4" ·4"_ (1987&A9)

Activity: PUBLIC UTILITY

Site: CENTRAL STATION (OLYMPIC BASE)
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: 00000007548 PUBLIC UTILITY 87 64195 (1987)

Activity: PUBLIC UTILITY

Site: OLYMPIC
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: 00000007522 PUBLIC UTILITY 87 64193 (1987)

Activity: PUBLIC UTILITY

Site: OLYMPIC
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: 00000007478 PUBLIC UTILITY 87 64192 (1987)

Activity: PUBLIC UTILITY

Site: SOUTHERN CALIFORNIA GAS CO
Address: 2424 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 177 - about .4 mile SE of the subject
Status: 90021 25089 (192014)

Site: FIRE STATION 17
Address: 1601 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 178 - about .4 mile S of the subject
Status: 00000047445 FIRE STATION 87 Ý_" Ý_"_ (1987&A9)

Activity: FIRE STATION

Site: LOS ANGELES FIRE STATION 17
Address: 1601 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 178 - about .4 mile S of the subject
Status: 90021 24979 (192014)

Site: ANGELUS WESTERN PAPER STOCK IN
Address: 2474 PORTER ST

City: LOS ANGELES
Map Loc: 179 - about .4 mile SE of the subject
Status: 00000041197 WASTE PAPER 87 k " k "_ (198798I)

Activity: WASTE PAPER

Site: MING HSEUH CHEN
Address: 937 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 184 - about .4 mile SW of the subject
Status: 90021 25491 (192014)

Site: MING HSEUH CHEN
Address: 937 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 184 - about .4 mile SW of the subject
Status: 25491 (19)

Site: ZIMMERMAN DEVELOPMENT INC.
Address: 955 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 185 - about .4 mile SW of the subject
Status: À" À"_ (191998I)

Site: CONSOLIDATED FACILITIES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: 90023 24013 (192014)

Site: CONSOLIDATED FACILITIES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: 00000047122 WAREHOUSE 8792 60193 (1987&93)

Activity: WAREHOUSE

Site: CONSOLIDATED FACILITIES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile NE of the subject
Status: 6722 1905024013 . (192010)

Site: CONSOLIDATED FACILITIES
Address: 2222 E 7TH ST
City: LOS ANGELES
Map Loc: 186 - about .4 mile E of the subject
Status: 00000047128 REPARI SHOP 8792 60194 (1987&93)

Activity: REPARI SHOP

Site: 96923
Address: 901 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 188 - about .4 mile SW of the subject
Status: 00000062931 GAS STATION 87 àÿ! àÿ!_ (1987&A9)

Activity: GAS STATION

Site: SERVICE STATION 0152
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: 00000006400 GAS STATION 87 hE" hE"_ (1987&A9)

Activity: GAS STATION

Site: TOSCO CORPORATION #30305
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: 90021 24190 (192014)

Site: UNION OIL SERVICE STATION 0152
Address: 1800 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 196 - about .4 mile SW of the subject
Status: 00000056099 GAS STATION 87 64183 (1987)

Activity: GAS STATION

Site: STOVER SEED COMPANY
Address: 1415 E 6TH ST
City: LOS ANGELES
Map Loc: 204 - about .4 mile N of the subject
Status: 00000068291 WHOLESALE SEED 8792 <_" <_"_ (198798I)

Activity: WHOLESALE SEED

Site: METROPOLITAN DISTRIBUTION CTR
Address: 1340 E 6TH ST
City: LOS ANGELES
Map Loc: 207 - about .4 mile N of the subject
Status: 00000041552 Þ_" Þ_"_ (198798I)

Site: MOBILE REFRIGERATION SERVICE
Address: 1740 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 215 - about .4 mile SW of the subject
Status: ‡_" ‡_"_ (191998I)

Site: SIXTH STREET CLEANING YARD
Address: 1451 E 6TH ST
City: LOS ANGELES
Map Loc: 217 - about .4 mile N of the subject
Status: 00000047121 SERVICE YARD 8792 ;M" ;M"_ (198798I)

Activity: SERVICE YARD

Site: PROGRESSIVE PRODUCE COMPANY
Address: 1266 E 6TH ST
City: LOS ANGELES
Map Loc: 222 - about .5 mile NW of the subject
Status: 00000017274 OWN TANK 8792 0_" 0_"_ (198798I)

Activity: OWN TANK

Site: LUMARYS TIRE SERVICE, INC
Address: 600 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 223 - about .4 mile N of the subject
Status: àÄ" àÄ"_ (191998A)

Site: S E RYKOFF & COMPANY
Address: 761 TERMINAL ST
City: LOS ANGELES
Map Loc: 234 - about .5 mile W of the subject
Status: 00000017283 8792 Œ_" Œ_"_ (198798A)

Site: UNITED TECHNOLOGIES INMONT COR
Address: 590 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 237 - about .5 mile N of the subject
Status: 00000017676 INK MFG. CO. 87 _ð! _ð!_ (198798I)

Activity: INK MFG. CO.

Site: NICKABOODS, INCORPORATED
Address: 1401 ELWOOD ST
City: LOS ANGELES
Map Loc: 243 - about .5 mile SW of the subject
Status: '_" '_"_ (191998I)

Site: VENTURA FORRS
Address: 633 S MISSION RD
City: LOS ANGELES
Map Loc: 245 - about .5 mile NE of the subject
Status: 90023 24114 (192014)

Site: VENTURA FORRS
Address: 633 S MISSION RD
City: LOS ANGELES
Map Loc: 245 - about .5 mile NE of the subject
Status: 24114 (19)

Site: ASPHALT PLANT NO. 1 - K140
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES

Map Loc: 248 - about .5 mile SE of the subject
Status: 90021 23939 (192014)

Site: ASPHALT PLANT #1
Address: 2484 E OLYMPIC BLVD
City: LOS ANGELES
Map Loc: 248 - about .5 mile SE of the subject
Status: 00000047047 ASPHALT PLANT 8792 ‰÷! ‰÷!_ (1987&A9)

Activity: ASPHALT PLANT

Site: 7TH STREET SHOP FLEET SERVICES
Address: 2266 E 7TH ST
City: LOS ANGELES
Map Loc: 253 - about .5 mile E of the subject
Status: 00000047108 REPAIR SHOP 8792 60197 (1987&93)

Activity: REPAIR SHOP

Site: C AND W CHEMICALS
Address: 1328 WILLOW ST
City: LOS ANGELES
Map Loc: 254 - about .5 mile N of the subject
Status: 00000017605 CHEM. DIST. 8792 &]" &]"_ (198798I)

Activity: CHEM. DIST.

Site: JOHN MORRELL & CO.
Address: 1335 WILLOW ST
City: LOS ANGELES
Map Loc: 260 - about .5 mile N of the subject
Status: Õ_" Õ_"_ (191998I)

Site: CHARLES G. SPILO
Address: 585 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 261 - about .5 mile N of the subject
Status: 00000050932 MSTER DIST. BEAUTY I 87 V_" V_"_ (198798I)

Activity: MSTER DIST. BEAUTY

Site: COAST PRODUCE
Address: 2155 E 14TH ST
City: LOS ANGELES
Map Loc: 264 - about .5 mile S of the subject
Status: 90021 24086 (192014)

Site: COAST PRODUCE
Address: 2155 E 14TH ST
City: LOS ANGELES
Map Loc: 264 - about .5 mile S of the subject
Status: 6801 1905024086 . (192010)

Site: COAST PRODUCE COMPANY
Address: 2163 E 14TH ST
City: LOS ANGELES
Map Loc: 265 - about .5 mile S of the subject
Status: 90021 23921 (192014)

Site: ATLAS LUMBER COMPANY, INC
Address: 2170 E 14TH ST
City: LOS ANGELES
Map Loc: 268 - about .5 mile S of the subject
Status: 00000004852 LUMBER YARD 8792 ^¾" ^¾"_ (198798I)

Activity: LUMBER YARD

Site: NATIONAL AEROSOL PRODUCTS CO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: 00000064091 FARM 8792 +_œ +_œ_ (192013)

Site: NATIONAL AEROSOL PRODUCTSCO
Address: 2193 E 14TH ST
City: LOS ANGELES
Map Loc: 271 - about .5 mile S of the subject
Status: 90021 23991 (192014)

Site: A-ABBEY METALS INTERNATIONAL
Address: 1931 MATEO ST
City: LOS ANGELES
Map Loc: 272 - about .5 mile S of the subject
Status: 6698 1905023993 . (192010)

Site: DELTA LINES
Address: 1751 S SANTA FE AVE
City: LOS ANGELES
Map Loc: 274 - about .5 mile S of the subject
Status: 00000016982 TRUCK TERMINAL 87 _6" _6"_ (198798I)

Activity: TRUCK TERMINAL

Site: PAT & SONS POULTRY INC
Address: 927 S NAOMI AVE
City: LOS ANGELES
Map Loc: 275 - about .5 mile W of the subject
Status: 00000000518 POULTRY PROCESSOR 8792 9''' 9'''_ (198798I)

Activity: POULTRY PROCESSOR

Site: DOWNTOWN FUEL STOP
Address: 1400 S ALAMEDA ST
City: LOS ANGELES
Map Loc: 276 - about .5 mile SW of the subject
Status: 90021 24043 (192014)

Site: CONSOLIDATED FACILITES
Address: 2310 E 7TH ST
City: LOS ANGELES
Map Loc: 279 - about .5 mile E of the subject
Status: 00000047076 CITY MAINT. YARD 8792 I" I"_ (192013)

Site: CONSOLIDATED FACILITES
Address: 2310 E 7TH ST
City: LOS ANGELES
Map Loc: 279 - about .5 mile E of the subject
Status: 00000019646 GAS STATION 8792 60199 (1987&93)

Activity: GAS STATION

Site: 7TH ST. CONSOLIDATED FACILITY
Address: 2300 E 7TH ST
City: LOS ANGELES
Map Loc: 280 - about .5 mile E of the subject
Status: 23936 (19)

Site: 7TH ST. CONSOLIDATED FACILITY
Address: 2300 E 7TH ST
City: LOS ANGELES
Map Loc: 280 - about .5 mile E of the subject
Status: 90023 23936 (192014)

Site: COMMERCIAL SUPER SERVICE
Address: 1345 E 7TH ST
City: LOS ANGELES
Map Loc: 281 - about .5 mile NW of the subject
Status: 00000008084 GAS STATION 8792 Ã" Ã"_ (198798A)

Activity: GAS STATION

Site: RTD DIVISION 1 - ALAMEDA
Address: 1130 E 6TH ST
City: LOS ANGELES
Map Loc: 285 - about .5 mile NW of the subject
Status: 00033833 19055431 (1995A)

APPENDIX C

BUILDING DEPARTMENT RECORDS

2001 SACRAMENTO STREET

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

There are two ways to request a copy of the document image.
1) By fax using the request form. Click on the following link
http://www.ladbs.org/permits/permit_related_forms/Research_Request_form.pdf to download the request form.
2) In person. Bring the following summary to one of the following Record counters.

COUNTER HOURS

MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles,CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys,CA 91401

Assessor Number: 5166011021

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
AFFIDAVIT	MISCELLANEOUS	1/12/1959	AFF 25260	HIST: M0010 007 0243	
AFFIDAVIT	LOT TIE	12/23/1974	AFF 40460	HIST: M0017 008 0309	
BUILDING PERMIT	BLDG-NEW	3/11/1910	1910LA02067	HIST: P1015 002 1311	
BUILDING PERMIT	4	7/1/1914	1914LA13672	HIST: P1040 002 1618	
BUILDING PERMIT	BLDG-NEW	1/12/1926	1926LA01124	HIST: P1156 001 2248	
BUILDING PERMIT	BLDG-NEW	1/12/1926	1926LA01125	HIST: P1156 001 2250	
BUILDING PERMIT	BLDG-NEW	1/12/1926	1926LA01126	HIST: P1156 001 2252	
BUILDING PERMIT	BLDG-NEW	1/12/1926	1926LA01128	HIST: P1156 001 2256	
BUILDING PERMIT	BLDG-NEW	1/19/1926	1926LA01952	HIST: P1156 002 0863	
BUILDING PERMIT	BLDG-ALTER/REPAIR	11/24/1931	1931LA25014	HIST: P1225 001 0525	
BUILDING PERMIT	BLDG-NEW	5/20/1938	1938LA14969	HIST: P1288 001 1212	
BUILDING PERMIT	BLDG-NEW	6/9/1941	1941 14005	HIST: P1341 001 0521	
BUILDING PERMIT	BLDG-NEW	1/12/1949	1949 00551	HIST: P1423 001 1590	
BUILDING PERMIT	BLDG-ALTER/REPAIR	12/10/1949	1949 28710	HIST: P1428 001 2466	
BUILDING PERMIT	BLDG-NEW	12/16/1949	1949 29754	HIST: P1428 002 0701	
BUILDING PERMIT	BLDG-NEW	9/27/1950	1950 24452	HIST: P1442 001 2057	
BUILDING PERMIT	BLDG-ALTER/REPAIR	10/10/1950	1950 22238	HIST: P1441 002 2339	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/26/1951	1951LA11374	HIST: P1448 002 0040	
BUILDING PERMIT	BLDG-ALTER/REPAIR	5/28/1952	1952LA30767	HIST: P1459 002 0319	
BUILDING PERMIT	BLDG-ALTER/REPAIR	8/24/1955	1955LA23350	HIST: P1641 001 2527	
BUILDING PERMIT	BLDG-NEW	1/16/1959	1959LA22238	HIST: P1678 002 2184	
BUILDING PERMIT	BLDG-ALTER/REPAIR	1/16/1959	1959LA22239	HIST: P1678 002 2186	
BUILDING PERMIT	BLDG-ALTER/REPAIR	1/27/1959	1959LA23043	HIST: P1679 002 2694	
BUILDING PERMIT	BLDG-ALTER/REPAIR	1/27/1959	1959LA23147	HIST: P1678 002 2188	
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/25/1959	1959LA25203	HIST: P1679 002 2691	
BUILDING PERMIT	BLDG-NEW	9/10/1970	1970LA16626	HIST: P1787 001 1798	
BUILDING PERMIT	SIGN	9/10/1972	1972LA57244	HIST: P1803 002 2399	
BUILDING PERMIT	GRADING	8/22/1973	1973LA76629	HIST: 00000 000 0000 HIST: P1810 002 0536	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76630	HIST: 00000 000 0000 HIST: P1810 002 0538	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76631	HIST: 00000 000 0000 HIST: P1810 002 0540	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76632	HIST: 00000 000 0000 HIST: P1810 002 0542	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76633	HIST: 00000 000 0000 HIST: P1810 002 0544	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76634	HIST: 00000 000 0000 HIST: P1810 002 0546	
BUILDING PERMIT	NEW CONSTRUCTION	2/24/1975	1975LA03886	HIST: 00000 000 0000 HIST: P1820 002 1926	
BUILDING PERMIT	NEW CONSTRUCTION	2/24/1975	1975LA03887	HIST: 00000 000 0000 HIST: P1820 002 1928	
BUILDING PERMIT	GRADING	4/4/1975	1975LA05812	HIST: 00000 000 0000 HIST: P1821 002 1134	
BUILDING PERMIT	BLDG-DEMOLITION	3/8/1994	1994LA15589	HIST: P0436 003 0256	
BUILDING PERMIT	ALTERATION	4/28/1995	1995HO37506	HIST: P0525 005 0053	
BUILDING PERMIT	NONBLDG-NEW	11/24/1999	99020-10000-03331	HIST: P702 5 373	
BUILDING PERMIT	NONBLDG-NEW	12/18/2006	06020-10000-04364		
CERTIFICATE OF OCCUPANCY				HIST: O111 2 3589	
CERTIFICATE OF OCCUPANCY				HIST: C197 2 3364	
CERTIFICATE OF OCCUPANCY		8/29/1951	1950LA22238	IDIS: O0691 03707 0000 HIST: O452 HIST: O197 2 3380	
CERTIFICATE OF OCCUPANCY		8/29/1951	1950LA24452	IDIS: O0691 03707 0000 HIST: O452 HIST: O197 2 3380	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
CERTIFICATE OF OCCUPANCY		9/3/1952	1952LA30767	IDIS: O0724 01476 0000 HIST: O517 HIST: O230 1 2534	
CERTIFICATE OF OCCUPANCY		10/9/1959	1959LA22238	IDIS: O0691 03705 0000 HIST: O452 HIST: O197 2 3376 HIST: O197 2 3378	
CERTIFICATE OF OCCUPANCY		4/18/1960	1959LA23043	IDIS: O0724 01478 0000 HIST: O517 HIST: O230 1 2538	
CERTIFICATE OF OCCUPANCY		8/25/1960	1959LA23147	IDIS: O0691 03706 0000 HIST: O452 HIST: O197 2 3379	
CERTIFICATE OF OCCUPANCY		8/20/1964	1964LA58014	HIST: O197 2 3396	
CERTIFICATE OF OCCUPANCY		11/18/1966		HIST: O197 2 3309	
CERTIFICATE OF OCCUPANCY		12/4/1975	1975LA03887	HIST: O305 2 0767	
CERTIFICATE OF OCCUPANCY		9/10/1980		HIST: O0002 005 0412	
CERTIFICATE OF OCCUPANCY		8/12/1981		HIST: O0002 005 0410	
CERTIFICATE OF OCCUPANCY		4/1/1982		HIST: O0002 005 0411	
CERTIFICATE OF OCCUPANCY		6/16/1983		HIST: O0025 001 0471	
CERTIFICATE OF OCCUPANCY		6/16/1983		HIST: O0025 001 0471	
CERTIFICATE OF OCCUPANCY		2/2/1984		HIST: O0026 001 0490	
CERTIFICATE OF OCCUPANCY		4/5/1985		HIST: M0092 004 0045	
CERTIFICATE OF OCCUPANCY		1/30/1986		HIST: M0151 001 0364	
CERTIFICATE OF OCCUPANCY		2/9/2012	06020-10000-04364		
CERTIFICATE OF OCCUPANCY		2/9/2012	CERT 42664		
COMMISSION	BAAB BOARD FILE	12/31/1975	BF 752070	HIST: B0047 004 0489	
GRADING	COMPACTION FILE	9/19/1973		HIST: G0005 030 0173	
GRADING	COMPACTION FILE	10/2/1973		HIST: G0005 030 0172	
PLAN MAINTENANCE		2/24/1975	1975LA03886	HIST: M911 2 221	
PLAN MAINTENANCE		2/24/1975	1975LA03887	HIST: M911 2 221	

DEPARTMENT OF BUILDING AND SAFETY

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COUNTER HOURS

MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles,CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys,CA 91401

Address: 2001 - 2005 SACRAMENTO

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
AFFIDAVIT	LOT TIE	12/23/1974	AFF 40460	HIST: M0017 008 0309	
BUILDING PERMIT	4	7/1/1914	1914LA13674	HIST: P1040 002 1622	
BUILDING PERMIT	BLDG-RELOCATION	6/17/1925	1925LA21417	IDIS: P5028 00747 0000 thru P5028 0001 HIST: P1148 001 1494	
BUILDING PERMIT	BLDG-RELOCATION	6/29/1926	1926LA19179	IDIS: P5048 02373 0000 thru P5048 0001 HIST: P1162 001 2631	
BUILDING PERMIT	BLDG-NEW	6/9/1941	1941 14005	HIST: P1341 001 0521	
BUILDING PERMIT	BLDG-NEW	6/9/1941	1941LA14005	IDIS: P5346 01781 0000 thru P5346 0001 HIST: P1341 001 0521	
BUILDING PERMIT	BLDG-NEW	12/16/1949	1949 29754	HIST: P1428 002 0701	
BUILDING PERMIT	NEW CONSTRUCTION	12/16/1949	1949LA29754	IDIS: P5482 00704 0000 thru P5482 0001 HIST: P1428 002 0701	
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/26/1951	1951LA11374	HIST: P1448 002 0040	
BUILDING PERMIT	SIGN	6/26/1951	1951LA11374	IDIS: P5517 00040 0000 thru P5517 0001 HIST: P1448 002 0040	
BUILDING PERMIT	BLDG-ALTER/REPAIR	5/28/1952	1952LA30767	HIST: P1459 002 0319	
BUILDING PERMIT	BLDG-ADDITION	5/28/1952	1952LA30767	IDIS: P5536 01843 0000 thru P5536 0001 HIST: P1459 002 0319	
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/25/1959	1959LA25203	HIST: P1679 002 2691	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/25/1959	1959LA25203	IDIS: P5782 00966 0000 thru P5782 0001 HIST: P1679 002 2691	
BUILDING PERMIT	BLDG-NEW	9/10/1970	1970LA16626	HIST: P1787 001 1798	
BUILDING PERMIT	SIGN	9/30/1970	1970LA16626	IDIS: P5903 02364 0000 thru P5903 0001 HIST: P1787 001 1798	
BUILDING PERMIT	SIGN	9/10/1972	1972LA57244	HIST: P1803 002 2399	
BUILDING PERMIT	GRADING	8/22/1973	1973LA76629	HIST: 00000 000 0000 HIST: P1810 002 0536	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76630	HIST: 00000 000 0000 HIST: P1810 002 0538	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76631	HIST: 00000 000 0000 HIST: P1810 002 0540	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76632	HIST: 00000 000 0000 HIST: P1810 002 0542	
BUILDING PERMIT	BLDG-DEMOLITION	8/22/1973	1973LA76633	HIST: 00000 000 0000 HIST: P1810 002 0544	
CERTIFICATE OF OCCUPANCY		8/13/1941	1941LA14005	IDIS: O0724 01477 0000 thru O0724 01477 0001 HIST: O517	
CERTIFICATE OF OCCUPANCY		9/3/1952	1952LA30767	IDIS: O0724 01476 0000 HIST: O517 HIST: O230 1 2534	
GRADING	COMPACTION FILE	9/19/1973		HIST: G0005 030 0173	
GRADING	COMPACTION FILE	10/2/1973		HIST: G0005 030 0172	
MECHANICAL PERMIT	PLUMBING	7/1/1914	1914LA13674	IDIS: P5066 02337 0000 thru P5066 0001 HIST: P1040 002 1622	

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DEPARTMENT OF BUILDING AND SAFETY

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Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles,CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys,CA 91401

Address: 2016 BAY

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
ADMINISTRATIVE APPROVAL	MISCELLANEOUS	5/3/2007		IDIS: B503 00130 0000 thru B503 00130 0001	
BUILDING PERMIT	BLDG-DEMOLITION	12/2/1949	1949LA28710	IDIS: P5481 02458 0000 thru P5481 0001 HIST: P1428 001 2466	
BUILDING PERMIT	BLDG-ALTER/REPAIR	12/10/1949	1949 28710	HIST: P1428 001 2466	
BUILDING PERMIT	NEW CONSTRUCTION	2/24/1975	1975LA03886	HIST: 00000 000 0000 HIST: P1820 002 1926	
BUILDING PERMIT	NEW CONSTRUCTION	2/24/1975	1975LA03887	HIST: 00000 000 0000 HIST: P1820 002 1928	
BUILDING PERMIT	GRADING	4/4/1975	1975LA05812	HIST: 00000 000 0000 HIST: P1821 002 1134	
BUILDING PERMIT	BLDG-DEMOLITION	3/8/1994	1994LA15589	HIST: P0436 003 0256	
BUILDING PERMIT	ALTERATION	4/28/1995	1995HO37506	HIST: P0525 005 0053	
BUILDING PERMIT	NONBLDG-NEW	11/24/1999	99020-10000-03331	HIST: P702 5 373	
BUILDING PERMIT	NONBLDG-NEW	12/18/2006	06020-10000-04364		
CERTIFICATE OF OCCUPANCY		12/4/1975	1975LA03887	HIST: O305 2 0767	
CERTIFICATE OF OCCUPANCY		12/4/1975	1975LA03887	IDIS: O0816 00956 0000 HIST: O426	
CERTIFICATE OF OCCUPANCY		9/10/1980		HIST: O0002 005 0412	
CERTIFICATE OF OCCUPANCY		9/10/1980		IDIS: O0537 01596 0000	

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame	
CERTIFICATE OF OCCUPANCY		9/10/1980		IDIS: O0735 01540 0000 HIST: O0020 00050 0412	
CERTIFICATE OF OCCUPANCY		8/12/1981		HIST: O0002 005 0410	
CERTIFICATE OF OCCUPANCY		8/12/1981		IDIS: O0537 01597 0000	
CERTIFICATE OF OCCUPANCY		8/12/1981		IDIS: O0735 01538 0000 HIST: O0020 00050 0410	
CERTIFICATE OF OCCUPANCY		4/1/1982		HIST: O0002 005 0411	
CERTIFICATE OF OCCUPANCY		4/1/1982		IDIS: O0537 01598 0000	
CERTIFICATE OF OCCUPANCY		4/1/1982		IDIS: O0735 01539 0000 HIST: O0020 00050 0411	
CERTIFICATE OF OCCUPANCY		6/16/1983		HIST: O0025 001 0471	
CERTIFICATE OF OCCUPANCY		6/16/1983		HIST: O0025 001 0471	
CERTIFICATE OF OCCUPANCY		6/16/1983		IDIS: O0537 01599 0000	
CERTIFICATE OF OCCUPANCY		6/16/1983		IDIS: O0758 00390 0000 HIST: O0250 00010 0471	
CERTIFICATE OF OCCUPANCY		2/2/1984		HIST: O0026 001 0490	
CERTIFICATE OF OCCUPANCY		2/2/1984		IDIS: O0546 00444 0000	
CERTIFICATE OF OCCUPANCY		2/2/1984		IDIS: O0759 00420 0000 HIST: O0260 00010 0490	
CERTIFICATE OF OCCUPANCY		4/5/1985		HIST: M0092 004 0045	
CERTIFICATE OF OCCUPANCY		4/5/1985		IDIS: O0550 03419 0000	
CERTIFICATE OF OCCUPANCY		1/30/1986		HIST: M0151 001 0364	
CERTIFICATE OF OCCUPANCY		10/25/2000	99020-10000-03331	IDIS: O0501 04854 0000 HIST: M1260 009 0116	
CERTIFICATE OF OCCUPANCY		2/9/2012	06020-10000-04364		
CERTIFICATE OF OCCUPANCY		2/9/2012	CERT 42664		
COMMISSION	BAAB BOARD FILE	12/31/1975	BF 752070	HIST: B0047 004 0489	
PLAN MAINTENANCE		2/24/1975	1975LA03886	HIST: M911 2 221	
PLAN MAINTENANCE		2/24/1975	1975LA03886	HIST: J4118 1 92	
PLAN MAINTENANCE		2/24/1975	1975LA03887	HIST: M911 2 221	
PLAN MAINTENANCE		2/24/1975	1975LA03887	HIST: J4118 1 92	
RANGE FILE	MISCELLANEOUS	5/17/2007		IDIS: R654 00790 0000 thru R654 00790 0004	
RANGE FILE	MISCELLANEOUS	6/2/2010			
RANGE FILE	MISCELLANEOUS	5/21/2014			
RANGE FILE	MISCELLANEOUS	5/21/2014			

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY Nº 520

BUILDING DIVISION

CERTIFICATE OF COMPLETION

Los Angeles, Calif. Aug. 13, 1941.

THIS CERTIFIES that the Auto Service Station ~~Street~~,

— (Black Rock Canopy) —

ling, located at 2001 Sacramento St —

which Building Permit No. 14005 was issued June 9, 1941,

been inspected and found to comply with Building Ordinance provisions.

BOARD OF BUILDING AND SAFETY,

By S. S. Grissman

Chief Clerk.

128

1 ELECT. DIV. Yes, not req'd. Appr. not req'd. before bldg. permit Plns. Filed ELVIN E. YOAKUM ELECTRICAL INSPECTOR	**APPLICATION TO ERECT A NEW BUILDING AND FOR A CERTIFICATE OF OCCUPANCY**	Form B-1-50M-6-48 CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY BUILDING DIVISION

Lot No. 77-78-79-80-81-82-83-84 Hiscock & Smiths 1ST Addition M. R. 25 P. 11 - City & County Of Los Angeles

Tract

Location of Building 2001 Sacramento St. (House Number and Street)

Between what cross streets Mateo &

Approved by City Engineer ___ Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Grease Pit (Store, Dwelling, Apartment House, Hotel or other purpose) Families ___ Rooms ___
2. Owner Standard Oil Co. Of Calif. (Print Name) Phone MI-2711
3. Owner's address 605 W. Olympic P.O. Los Angeles
4. Certificated Architect ___ State License No. ___ Phone ___
5. Licensed Engineer ___ State License No. ___ Phone ___
6. Contractor Morgan Lupher State License No. ___ Phone ___
7. Contractor's address 453 So. Spring Rm. 705
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon) $ 1866
9. State how many buildings NOW on lot and give use of each. (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new ~~building~~ Pit 41' x 4' 4" No. Stories ___ Height to highest point ___ Size lot ___ x ___
11. Material Exterior Walls Reinforced Conc. Type of Roofing No Roof
12. For Accessory Buildings and similar structures
    (a) Footing: Width ___ Depth in Ground ___ Width of Wall ___
    (b) Size of Studs ___ Material of Floor ___
    (c) Size of Floor Joists ___ x ___ Size of Rafters ___ x ___

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

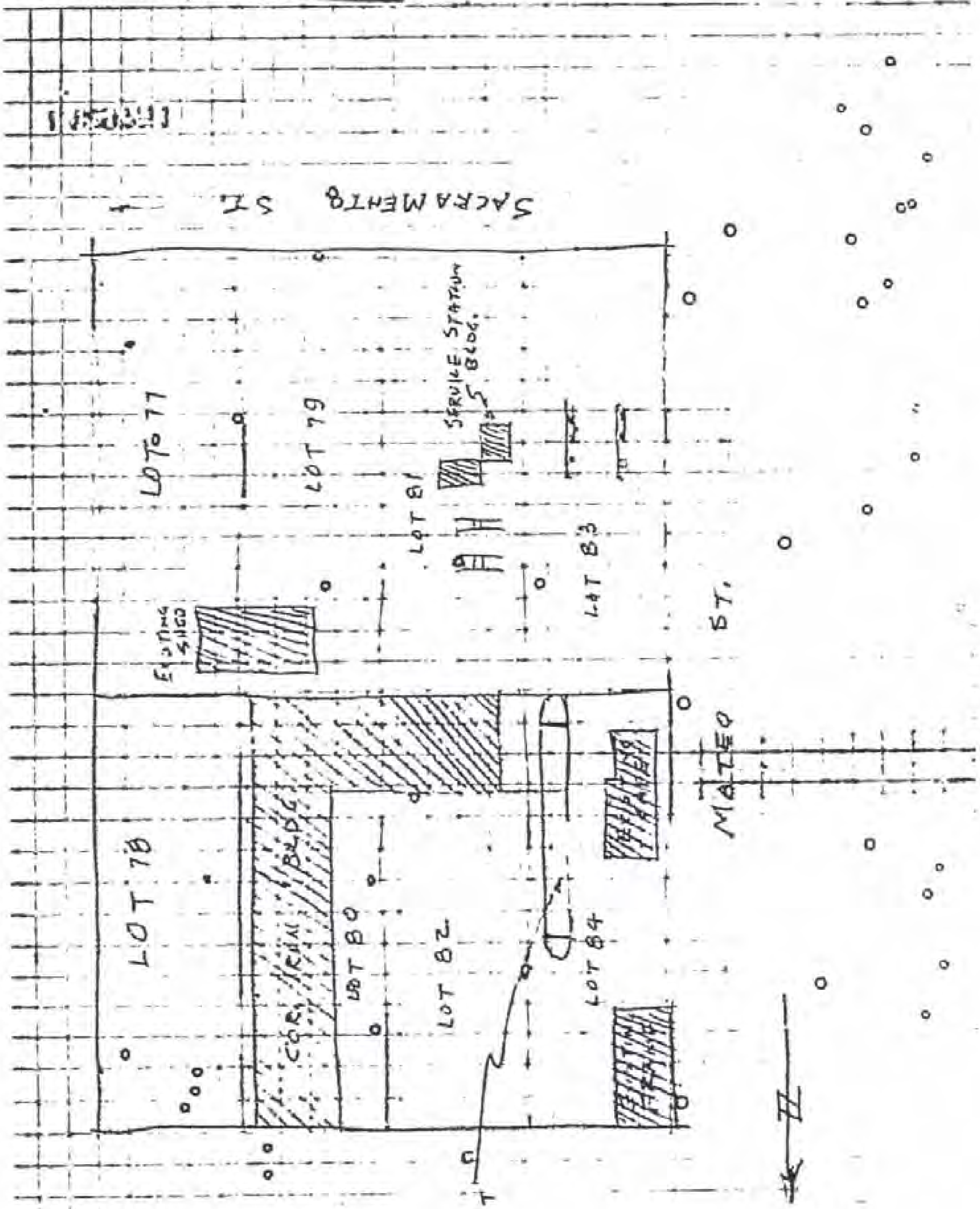
Sign here Standard Oil Co. H E Paul (Owner or Authorized Agent)

DISTRICT OFFICE ___ By H E Paul

FOR DEPARTMENT USE ONLY

PLAN CHECKING		REINFORCED CONCRETE	FEES	
Date JUL-7-'4		Bbls. Cement		Bldg. Per. 7.70
Receipt No. 13892	9	Tons of Reinforcing Steel		Cert. of Occupancy
Valuation $				Total
Fee Paid $				

Not sufficient driveway information. See Engineer Room City Hall



3

APPLICATION TO ALTER, REPAIR, or DEMOLISH
AND FOR A
Certificate of Occupancy

CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Form B-3

Lot No.

Tract

Location of Building 2001 Sacramento St. (House Number and Street) — Approved by City Engineer ... Deputy.

Between what cross streets? Cor Bay St.

USE INK OR INDELIBLE PENCIL

1. Present use of building Store (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms
2. State how long building has been used for present occupancy 5 years
3. Use of building AFTER alteration or moving Same Families Rooms
4. Owner Std. Oil Co. (Print Name) Phone
5. Owner's Address Same P. O.
6. Certificated Architect — State License No. Phone
7. Licensed Engineer d. L. Glover State License No. 2258 Phone
8. Contractor Not Selected State License No. Phone
9. Contractor's Address
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon) $150.00
11. State how many buildings NOW on lot and give use of each. One (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 20 x 35 Number of stories high 1 Height to highest point 14'
13. Material Exterior Walls Wood (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)
14. Describe briefly all proposed construction and work:

Erect roof sign — 3'9" x 6'3"

NEW CONSTRUCTION

15. Size of Addition x Size of Lot x Number of Stories when complete
16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists x
17. Size of Studs x Material of Floor Size of Rafters x Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here, Standard Oil Co. (Owner or Authorized Agent)

DISTRICT OFFICE — By [illegible signature]

Type of Receipt — Certificate of Occupancy Survey — Date Issued — Tracer No. (M)

FOR DEPARTMENT USE ONLY

PLAN CHECKING	OCCUPANCY SURVEY	
Valuation $ 150	Area of Bldg. Sq. Ft.	Investigation Fee $
		Cert. of Occupancy Fee $
		Bldg. Permit Fee $ 2.00
Fee $ 1	Fee $	Total

TYPE | Group No. | Inside Lot | Key Lot | Lot Size

3

APPLICATION TO ALTER, REPAIR, or DEMOLISH
AND FOR A
Certificate of Occupancy

Form
CITY OF LOS ANGELE
DEPARTMENT OF BUILDING AND SAFE
BUILDING DIVISION

Lot No. Lots 77, 78, 79, 80, 81, 82, 83, 84

Tract Hiscock & Smiths First Addition, M.R. 25, Page 11, City & Coun

2001 Sacramento St

Location of Building Mateo Street, Los Angeles (House Number and Street)

Approved by City Engineer

Deputy

N.E. corner Mateo &

Between what cross streets? Sacramento and Bay St

USE INK OR INDELIBLE PENCIL

1. Present use of building Service Station Office (Store, Dwelling, Apartment House, Hotel or other purpose) Families 0 Rooms 1
2. State how long building has been used for present occupancy Two years
3. Use of building AFTER alteration or moving Office & Rest Rooms Families 0 Rooms 3
4. Owner Standard Oil Company of California (Print Name) Phone Mich 2711
5. Owner's Address 605 W. Olympic Blvd. P. O. Los Angeles
6. Certificated Architect State License No. Phone
7. Licensed Engineer Carse-Carpenter & Assoc. State License No. 6964 Phone At 0-5
8. Contractor Standard Oil Company State License No. Phone
9. Contractor's Address
10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $1500.00
11. State how many buildings NOW on lot and give use of each. 4 Service Station, Storage, Office, Wash Canopy (Store, Dwelling, Apartment House, Hotel or other purpose)
12. Size of existing building 10 x 20 Number of stories high 1 Height to highest point 12'.
13. Material Exterior Walls Concrete Block (Wood, Steel or Masonry) Exterior framework Conc. Blk. (Wood or Steel)
14. Describe briefly all proposed construction and work:
The addition of a 10' x 10' Concrete block restroom, incl. fixtures, electrical and plumbing.

NEW CONSTRUCTION

15. Size of Addition 10' x 10' Size of Lot 270 x 170 Number of Stories when complete 1
16. Footing: Width 1' Depth in Ground 12" Width of Wall 8" Size of Floor Joists x
17. Size of Studs x Material of Floor Conc. Size of Rafters 2 x 6 Type of Roofing Roc

I hereby certify that to the best of my knowledge and belief the above application is cor and that this building or construction work will comply with all laws, and that in the doing the work authorized thereby I will not employ any person in violation of the Labor Code of State of California relating to Workmen's Compensation Insurance.

Sign here Clyde C. Carpenter (Owner or Authorized Agent)

By

DISTRICT OFFICE

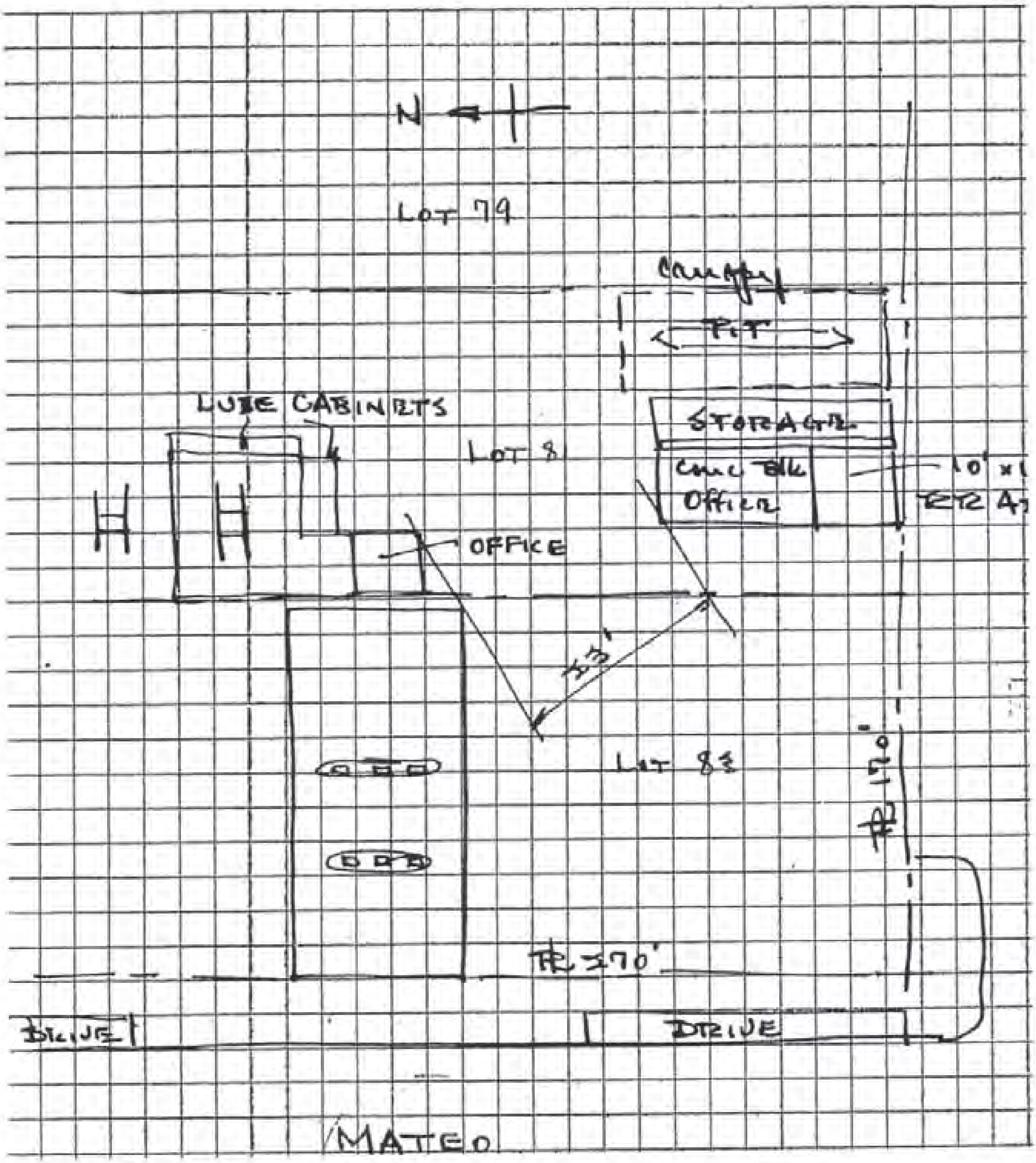
TYPE OF RECEIPT | Certificate of Occupancy | Occupancy Survey

DATE ISSUED

TRACER NO.

FOR DEPARTMENT USE ONLY

PLAN CHECKING		OCCUPANCY SURVEY	
Valuation $ 1500		Area of Bldg. Sq. Ft.	Investigation Fee $ Cert. of Occupancy Fee $



N
LOT 79
Canopy
PIT
STORAGE
CONC BLK
Office
10' x 1
RR A
LUBE CABINETS
LOT 81
OFFICE
33'
LOT 83
PL 170'
PL 170'
DRIVE
DRIVE
MATEO

Bldg. Form 2

2

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Application for the Erection of a Building

OF

CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

Lot No.

Tract.

Location of Building 2001 Sacramento St. (House Number and Street) — Approved by City Engineer

Between what cross streets Mateo and Santa Fe — Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building Wash Rack Canopy (Store, Residence, Apartment House, Hotel, or any other purpose) Families — Rooms —
2. Owner (Print Name) Motor Transit Terminal Corp. Phone Va 3758
3. Owner's address 1919 Sacramento St
4. Certificated Architect State License No. Phone
5. Licensed Engineer E. Barton Brown State License No. 4446 Phone VA 2278
6. Contractor None State License No. Phone
7. Contractor's address —
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ ~~300~~ 590—
9. State how many buildings NOW on lot and give use of each. Station Building (Store, Residence, Apartment House, Hotel or any other purpose)
10. Size of new building 18 x 30 No. Stories — Height to highest point 15 Size lot 140 x 80
11. Type of soil Foundation (Material) Cement Depth in ground 2'
12. Width of footing 1' Width of foundation wall Size of redwood sill x
13. Material exterior wall Steel Size of studs: (Exterior) x (Interior bearing) x
14. Joist: First floor x Second floor x Rafters x Material of roof Glass
15. Chimney (Material) Size Flue x No. inlets each flue Depth footing in ground

4937 W. P.

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here.................................... (Owner or Authorized Agent)

(4) There will be an unobstructed passageway at least 10 feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign here.................................... (Owner or Authorized Agent)

REMARKS: 5-6-41 OK for Zone
J. A. Krause

PLAN CHECKING
RECEIPT No.
VA UATI...
PAID $

I ... certify that there is no general contractor for this building or work.
(Signed) B. J. Lundberg

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

CERTIFICATE OF OCCUPANCY

Address of Building 2001 Sacramento

Permit No. and Year LA 30767 - 1952

Certificate Issued September 3, 1952

NOTE: Any change of use or occupancy Must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch 1, as to permitted uses; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

1 Story, Type IIIA, 10x10 Rest room Addition to existing 10x20 Office. G-1 Occupancy.

Owner

Owner's Address

Standard Oil Co.
605 West Olympic Blvd.
Los Angeles 15, California

Form B-85a—10M—5-52 G. E. MORRIS, Superintendent of Building By JOHN D. MILLER hg

Rm 750

3

APPLICATION TO ALTER - REPAIR - DEMOLISH W17754
AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES

Form B-3

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

123-217

1. LEGAL LOT ~~No legal~~ 33 — BLK. — TRACT Hiscock & AND Smith's First Add		DIST MAP [illegible]
2. BUILDING ADDRESS ~~1026 Mateo St.~~ 2001 Sacramento St.	APPROVED	ZONE M 3-3
3. BETWEEN CROSS STREETS Bay AND Sacramento		FIRE DIST II 60
4. PRESENT USE OF BUILDING wash rack	NEW USE OF BUILDING same	INSIDE / KEY / COR LOT XX
5. OWNER Standard Oil of California	PHONE MA 42311	REV. COR.
6. OWNER'S ADDRESS 605 W. Olympic	P.O. ZONE	LOT SIZE
7. CERT ARCH	STATE LICENSE PHONE	
8. LIC. ENGR C.C. Carpenter	STATE LICENSE CE 6964 PHONE DO 64408	REAR ALLEY / SIDE ALLEY
9. CONTRACTOR Miller & Miller	STATE LICENSE 101250 PHONE WE 65121	BLDG. LINE
10. CONTRACTOR'S ADDRESS 5941 Venice Blvd.	P.O. L.A. ZONE 34	AFFIDAVITS
11. SIZE OF EXISTING BLDG. 20x30 STORIES 1 HEIGHT —	NO. OF EXISTING BUILDINGS ON LOT AND USE —	

3. 1026 Mateo St.

DISTRICT OFFICE L.A.

12. MATERIAL EXT. WALLS: ☐ WOOD ☐ STUCCO ☒ METAL ☐ BRICK ☐ CONC. BLOCK ☐ CONCRETE	ROOF CONST. ☐ WOOD ☐ CONC. ☒ STEEL ☐ OTHER	ROOFING —
13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. $ 500.		SPRINKLERS REQ'D. SPECIFIED
14. SIZE OF ADDITION None STORIES HEIGHT	VALUATION APPROVED	BLDG. AREA N.C.
15. NEW WORK: (DESCRIBE) EXT. WALLS ROOFING	APPLICATION CHECKED Asakura*	DWELL UNITS
Clarifier pit in wash rack.	PLANS CHECKED	PARKING SPACES
	CORRECTIONS VERIFIED	GUEST ROOMS
	PLANS APPROVED	FILE WITH
	APPLICATION APPROVED	CONT. INSP.
		INSPECTOR

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

SIGNED [signature]

TYPE	GROUP	MAX. OCC.	P.C. 35	S.P.C.	B.P. 50	I.F.	O.S.	C/O
IV	G-1	N.C.	1		3			

VALIDATION

CASHIER'S USE ONLY

LA25203

FEB-25-59 11970 B — 2 CS 1.00

FEB-25-59 11971 B — 1 CS 3.50

This Form When Properly Validated Is a Permit to Do the Work Described.

7/25/59 [illegible] Sewer Complete

No Change In Plot Plan

Industrial Waste OK

Per # W-12754

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH

S CITY OF LOS ANGELES

APPLICATION FOR INSPECTION OF SIGNS

B&S B-5—Rev. 10-68
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT 83 BLK. TRACT Hiscock & Smith's First Addition — CENSUS TRACT 2065
2. (19) TYPE OF SIGN OR NEW WORK: Exchange Sign- Existing Col & Ftg — DIST. MAP 123-217
3. JOB ADDRESS: 2001 Sacramento St. — ZONE M3-3
4. BETWEEN CROSS STREETS: Mateo AND Santa Fe — FIRE DIST. two
5. OWNER'S NAME: Standard Oil — PHONE MA4 2711 — LOT (TYPE) Corner
6. OWNER'S ADDRESS: 605 W. Olympic — P.O. BOX LA — ZIP 90054 — LOT SIZE 50 x 135
7. ARCHITECT OR ENGINEER: Ralph Fong — STATE LICENSE NO. 9762 — PHONE MA4 2711
8. CONTRACTOR: P.B.R. Co. — STATE LICENSE NO. 187317 — PHONE MA8 2205 — ALLEY —
9. LENDER — BRANCH — ADDRESS — BLDG. LINE —
10. SIZE OF SIGN 5' x 36' — HEIGHT ABOVE GRADE 25 FT. ROOF FT. — TOTAL COPY AREA 360 — AFFIDAVITS 25260
11. ILLUMINATION TO BE USED: SINGLE FACE ☐ DOUBLE FACE ☒ NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☐ OTHER
12. MATERIAL OF CONSTRUCTION: SUPPORTING FRAME Stl — FRAME OF SURFACE Stl & Alum — SURFACE OF SIGN Plex
13. JOB ADDRESS: 2001 Sacramento — DISTRICT OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN. $ 1500. — GRADING —
15. SIZE OF EXISTING BUILDING — TYPE — STORIES — EXT. WALLS — ROOF CONST. — HIGHWAY DED. —
16. (19) TYPE OF SIGN OR NEW WORK: Exchange Sign Exist Col & Ftg (Same Area) — CONS. yes

FREEWAY CLEARANCE: NOT REQUIRED ☐ REQUIRED ☐ — INSPECTION ACTIVITY: COMB. GEN. MAJ.S. CONS. — ZONED BY Skonswold

FREEWAY CLEARANCE: FLASHING LIGHTS Yes ☐ No ☐; MOVING PARTS Yes ☐ No ☐; ANIMATIONS Yes ☐ No ☐; OTHER — FREEWAY CHECKED — FILED WITH

PLANS CHECKED — FREEWAY CLEARED HIRATA

SIGN REQUIRES: TRAFFIC APPROVAL ☐ BOARD APPROVAL ☐ — PLANS APPROVED — DATE 9-29-70

P.C. No. — CONT. INSP. — APPLICATION APPROVED — INSPECTOR I

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O		TYPIST
9.10			14.00	—				

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

SEP-30-70 52711 LALA •16626 T — 6 CS 9.10
SEP-30-70 52712 LALA •16626 T — 1 CS 14.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an author-

2001 Sacramento St. .... Address of Building .... CC .... Owner .... Owner's Address .... Permit Number .... Year	Form B-95—20M—8-47 CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY **CERTIFICATE OF OCCUPANCY** Date Certificate Issued: ...., 19....

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Chapter 1, as to permitted uses of said property; Chapter 9, Articles 1, 3, 4, and 5; and with the applicable requirements of the State Housing Act,—for the following occupancies:

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.	G. E. MORRIS Superintendent of Building By ....

CITY OF LOS ANGELES

APPLICATION FOR INSPECTION OF SIGNS

B&S 8-5—Rev. 10-68
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT 83 BLK. TRACT Hiscock & Smith — CENSUS TRACT 2065
2. TYPE OF SIGN OR NEW WORK (19) Exchange Sign- Existing Col & Ftg First Addition — DIST. MAP 123-217
3. JOB ADDRESS 2001 Sacramento St. — ZONE M 3-3
4. BETWEEN CROSS STREETS Alameda AND Santa Fe — FIRE DIST. Two
5. OWNER'S NAME Standard Oil — PHONE MA 2711 — LOT (TYPE) Corner
6. OWNER'S ADDRESS Bob N. Clyde ... — P.O. BOX LA — ZIP 900.. — LOT SIZE 50 x 135
7. ARCHITECT OR ENGINEER Ralph Young — STATE LICENSE NO. 9762 — PHONE MA4 2711
8. CONTRACTOR P.S.S. Co. — STATE LICENSE NO. 197217 — PHONE MAG 3205 — ALLEY —
9. LENDER — BRANCH — ADDRESS — BLDG. LINE —
10. SIZE OF SIGN 5' x 36' — HEIGHT ABOVE GRADE 25 FT. ROOF FT. — TOTAL COPY AREA 360 — AFFIDAVITS 25260
11. ILLUMINATION TO BE USED: SINGLE FACE ☐ DOUBLE FACE ☒ NONE ☐ DIRECT ☐ INDIRECT ☒ FLASHING ☐ OTHER
12. MATERIAL OF CONSTRUCTION: SUPPORTING FRAME Stl — FRAME OF SURFACE Stl & Alum — SURFACE OF SIGN Plex
13. JOB ADDRESS 2001 Sacramento — DISTRICT OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED SIGN $ 1500. — GRADING —
15. SIZE OF EXISTING BUILDING — TYPE — STORIES — EXT. WALLS — ROOF CONST. — HIGHWAY DED. —
16. TYPE OF SIGN OR NEW WORK (19) Exchange Sign Exist Col & Ftg (Same Area) — CONS. yes

FREEWAY CLEARANCE: NOT REQUIRED ☐ REQUIRED ☐ — INSPECTION ACTIVITY: COMPL. / GEN. / MAJ.S. / CONS. — ZONED BY Skramstad

FREEWAY CLEARANCE — FREEWAY CHECKED — FILED WITH
FLASHING LIGHTS Yes ☐ No ☐
MOVING PARTS Yes ☐ No ☐
ANIMATIONS Yes ☐ No ☐
OTHER — PLANS CHECKED — FREEWAY CLEARED Hirata
SIGN REQUIRES: TRAFFIC APPROVAL ☐ BOARD APPROVAL ☐ — PLANS APPROVED — DATE 9-29-70
P.C. No. — CONT. INSP. — APPLICATION APPROVED — INSPECTOR

P.C.	S.P.C.	G.P.I.	B.P.	I.F.	O.S.	C/O	TYPIST
9 12			14 00				

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

SEP-30-70 52711 •16626 T — 6 CS 9.10
SEP-30-70 52712 •16626 T — 1 CS 14.00

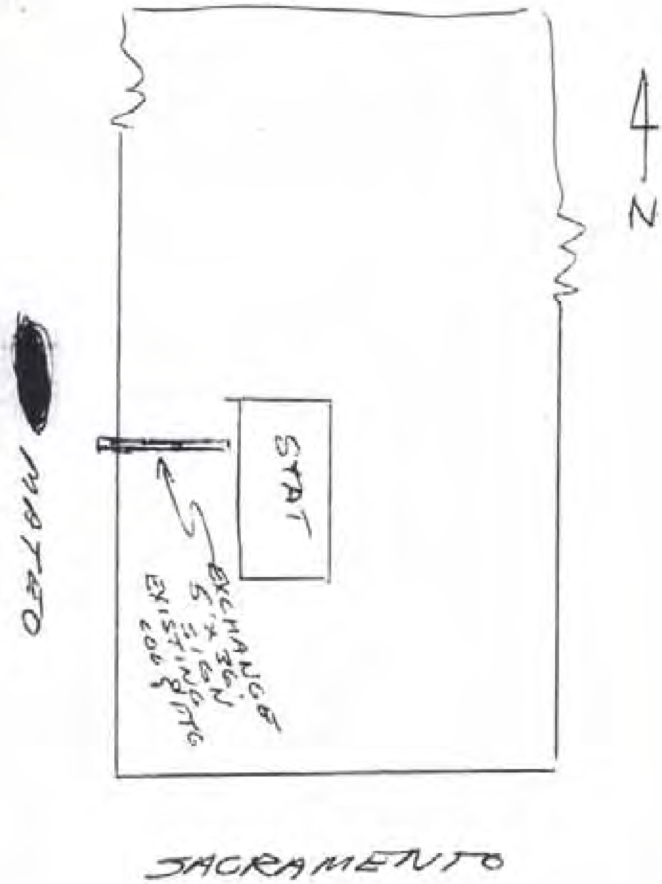
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby, I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed M. H. Devine (Owner or Agent) — Name — Date 9/29/70

		Name	Date
Bureau of Engineering	ADDRESS APPROVED / HIGHWAY DEDICATION REQUIRED / COMPLETED		
Municipal Arts Commissioners	APPROVED FOR ISSUE		
Board of Building Safety Commissioners	APPROVED FOR ISSUE FILE #		
Traffic	APPROVED FOR ISSUE		
Planning	APPROVED UNDER CASE #		
Conservation	APPROVED FOR ISSUE FILE #		



[illegible] be visible
[illegible] or route
from [illegible] of this sign
adop[illegible] permit may be
loc[illegible] or removed
revok[illegible]
should field inspection reveal freeway visibility.

Signed Wm. H. Devine
Owner or Authorized Agent

LA

Sep 30 70 16626

ENGINEER'S CERTIFICATE OF COMPLIANCE

FOR COMPACTED EARTH FILLS GRADING SEP 2 [illegible]

Job address:	2001 SACRAMENTO ~~100 Mateo Street~~ Los Angeles, California 2001 SACRAMENTO ST.	TRACT [illegible] & SMITH 1st ADD Lots 75-83
Soil Testing Agency:	FOUNDATION ENGINEERING COMPANY 704 South Spring Street Los Angeles, California	873-5032 90014
Owner:	Standard Oil Company of California Western Operations, Inc. 605 W. Olympic Blvd. Los Angeles, California	624-2711 90015
Grading Plan by:	Standard Oil Company of California	
Grading Contractor:	Anthony Torres 10811 Weaver South El Monte, California	443-3864 91733
Date work started: Date fill completed:	8/31/73 9/17/73	Permit No.: 19747 Date: 8/22/73

Note: See attached report for description of the grading, classification of the soil and tabulation of the test results.

Date of Certificate: September 19, 1973

I hereby certify that I have personally supervised the testing and inspection during placement and compaction of the fill described in this report, and on the basis of these inspections and tests it is my opinion that the work was done in full compliance with the Los Angeles City Building Code and the regulations of the Department of Building and Safety. This certification does not include location, elevation, grades, or dimensions of fills.

THOMAS J. HOUSER
Civil Engineer

REGISTERED PROFESSIONAL ENGINEER
THOMAS J. HOUSER
CIVIL
STATE OF CALIFORNIA

FOUNDATION ENGINEERING COMPANY

-0-005030000173

CITY OF LOS ANGELES
CALIFORNIA

R. J. WILLIAMS
GENERAL MANAGER

SAM YORTY
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
[illegible] CITY HALL
LOS ANGELES, CALIF. [illegible]

Standard Oil Company of California
Western Operations, Inc.
605 West Olympic Boulevard
Los Angeles, California 90015

TRACT: Hiscock and Smith First Add.
LOT: 75-83
LOCATION: 2001 Sacramento Street

DATE: October 2, 1973
PERMIT: 76629
DM# 123-217

Fill soil classification, per Table 25-A: Silty Sand, Sand Clay

Lots having compacted fill: See report for location of tank backfill.

Approval is granted for compacted fill constructed on the above lots as described in the compaction report dated September 19, 1973, prepared by Foundation Engineering Company Report No. --------.

Approval is limited to the area shown in the report and by the following requirements:

A. Footings for one-story wood-frame structures may be dimensioned from Table 17-B without use of the soil bearing value.
B. Footing bearing pressure for all other structures shall not exceed a value of 1500 lbs. per sq. ft. at 12 inches minimum, below approved compacted surface.
C. Continuous footings per Code Section [illegible] are required.
D. All footings supported partly or wholly in compacted fill shall be reinforced continuously with at least one number [illegible] bar at the top and bottom of the footing.
E. Slope erosion control, planting, and irrigating of fill slopes, and runoff control are required as per Code Section [illegible].
F. Building or structure footings shall be set back 5 feet from the face of slopes 20 feet or less in vertical height where the slope angle is between 1½ horizontal to 1 vertical and 2 horizontal to 1 vertical. Where the vertical height of slope exceeds 20 feet and the slope angle is as described above, the set back shall be increased 1 foot for each additional 5 feet in vertical height over 20 feet to a maximum set back of 10 feet. For slopes exceeding 100 feet in vertical height, the set back shall be 40 feet except as permitted in Code Section [illegible].

R. J. WILLIAMS
General Manager

By ____________________

PHILLIP K. KAAIHUA, Grading Engineer

B&S B-142 R10.71 ms
485-2435

cc: Foundation Engr., Co.
LA Inspection-Cres

CITY OF LOS ANGELES — APPLICATION FOR GRADING PERMIT AND FOR GRADING CERTIFICATE — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

75

Item	Entry	Office use
1. LEGAL DESCR. — LOT	76, 77, 78, 79, 80, 81, 82, 83, 84 — BLK. — TRACT: see attached	DIST. MAP: 123-217
		CENSUS TRACT: 2065.00
2. PURPOSE OF GRADING	(10) Storage tank backfill	ZONE: M3-3
3. JOB ADDRESS	2001 Sacramento St.	FIRE DIST.: II
4. BETWEEN CROSS STREETS	Mateo AND Santa Fe	LOT TYPE: THRU Int
5. OWNER'S NAME	Standard Oil — PHONE: 489-1000	LOT SIZE: 170x135 IRREG
6. OWNER'S ADDRESS	605 Olympic — CITY — ZIP: 90057	ALLEY: /
7. PLANS BY/CIVIL ENG.	STATE LICENSE No. — PHONE	BLDG. LINE: /
8. FOUNDATION ENGINEER	STATE LICENSE No. — PHONE	AFFIDAVITS: AFF25260 CCPD
9. ENGR. GEOLOGIST	Foundation Engrs. — STATE LICENSE No./Cert. No. — PHONE	
10. CONTRACTOR	Harold Morris — STATE LICENSE No.: 255095 — PHONE: 443-3864	
11. CONTRACTOR'S ADDRESS	3800 Tyler — CITY: El Monte — ZIP	
12. BRANCH LENDER	ADDRESS — CITY	
13. JOB ADDRESS	2001 Sacramento St.	DIST. OFFICE: LA
14. NUMBER OF CUBIC YARDS	CUT — FILL: 100	CRIT. SOIL: /
15. MAXIMUM SLOPE	CUT — FILL	GRADING: /
COMPACTED FILLS	YES X — NO	HIGHWAY DED.: /
RETAINING WALL REQ'D.	YES — NO	FLOOD: /
APPROVED SOIL TESTING AGENCY		CONS.: yes
		ZONED BY: flores
		FILE WITH
		INSPECTOR

VARIANCE APPROVED
APPLICATION CHECKED
PLANS CHECKED
CORRECTIONS VERIFIED
PLANS APPROVED
APPLICATION APPROVED
FILE NO.

BOND ☐ SURETY ☐ — AMOUNT — DATE POSTED — CA. IF

P.C.	E.R.A.	G. $50.00	I.F. /	S.P.I.	O.S.	C/O	TYPIST kg

P.C. NO. — PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

AUG-22-79 1974 7 E 0 •76629 S — 1 CK 50.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed [signature] (Owner or Agent)

I certify that all of the land included in the Tentative Tract Map is under my ownership or land on which offsite rights have been granted.

Signed ______ (Owner or Agent) — Signature/Date

Bureau of Engineering		Signature/Date
	ADDRESS APPROVED	
	[illegible]	
	FLOOD CLEARANCE	
	DRAINAGE TO [illegible] APPROVED	
	[illegible] APPROVED	
	[illegible] APPROVED	

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only. DC-1

1. LEGAL DESCR. LOT 75-76-78-80,82 77,79,81,83 BLK.	TRACT Hiscock & Smiths First Addn	DIST. MAP 123-217 CENSUS TR 2065.00
2. PRESENT USE OF BUILDING (09) serv. station	NEW USE OF BUILDING ( ) demolish	ZONE M3-3
3. JOB ADDRESS 2001 Sacramento St.		FIRE DIST II
4. BETWEEN CROSS STREETS Mateo	AND Santa Fe	LOT THRU
5. OWNER'S NAME Standard Oil	PHONE 489-1000	LOT SIZE ~~170x135~~
6. OWNER'S ADDRESS 605 W. Olympic	CITY LA ZIP 90051	IRREG.
7. ENGINEER /	STATE LICENSE No. PHONE	ALLEY
8. ARCHITECT OR DESIGNER /	STATE LICENSE No. PHONE	BLDG LINE
9. CONTRACTOR Harold Morris	STATE LICENSE No. 255095 PHONE 443-3864	AFFIDAVITS AFF25260 SEE CCPD
10. BRANCH LENDER	ADDRESS CITY	
11. SIZE OF EXISTING BLDG. WIDTH 40 LENGTH 36; STORIES 1; HEIGHT 13	NO. OF EXISTING BUILDINGS ON LOT AND USE 4	
12. CONST. MATERIAL OF EXISTING BLDG. EXT. WALLS mtl	ROOF mtl	FLOOR conc
13. JOB ADDRESS 2001 Sacramento St.		DIST. OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING	$ ~~650~~ 720 shed 5 TWB 820	CRIT. SOIL /
15. NEW WORK: (Describe) demolish/handwreck SC# 19745		GRADING /
		HIGHWAY DED. /
NEW USE OF BUILDING Demolish	SIZE OF ADDITION — STORIES HEIGHT	FLOOD /
TYPE IV; GROUP OCC. —	PLAN CHECKED Kinney	CONS. yes
BLDG. AREA 1440; MAX. OCC.; TOTAL	PLANS APPROVED	ZONED BY flores
DWELL. UNITS ⊖; GUEST ROOMS ⊖; PARKING REQ'D PROVIDED	APPLICATION APPROVED	FILE WITH
SPRINKLERS REQ'D SPECIFIED; CONT. INSP.	INSPECTION ACTIVITY CONS. GEN. MAJ. S. CONS.	INSPECTOR
P.C. #13 60; S.P.C.; B.P. $10 20; G.P.I.; O.S.; C/O		TYP. T kg

P.C. No. PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

AUG-22-73 19748 E ·76630 S—4CK 13.60
AUG-22-73 19749 E ·76630 S—1CK 10.20

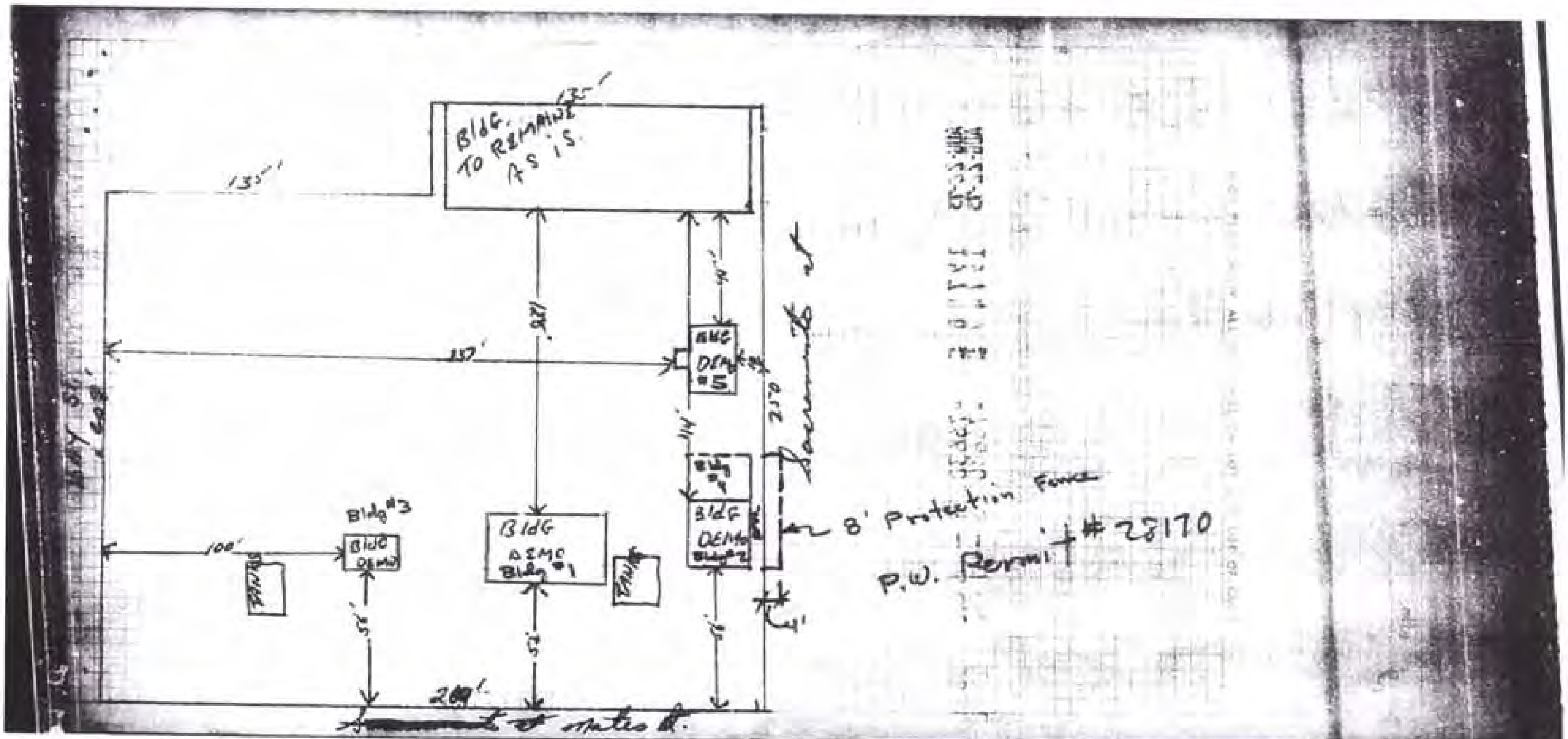
STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed (Owner or Agent)

		Signature/Date	
Bureau of Engineering	ADDRESS APPROVED	RJA	8-13-73
	SEWERS — NO SEWER/PLUMBING REQ'D; SFC NOT APPLICABLE; SFC PAID; SFC DUE	HZ	8-13-73
	DRIVEWAY; HIGHWAY DEDICATION — REQUIRED; COMPLETED		
	FLOOD CLEARANCE		
Conservation	APPROVED FOR ISSUE ☐ NO FILE ☐		
Fire	APPROVED (TITLE 19) ...		
...	...		



BLDG. TO REMAIN AS IS.
135'
135'
128'
237'
10'
114'
250
BLDG DEMO #5
Bldg #4
BLDG DEMO Bldg #2
Bldg DEMO Bldg #1
Bldg #3
BLDG DEMO
100'
52'
52'
52'
280'
8' Protection Fence
P.W. Permit #28170
Sacramento st

APPLICATION TO DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

DC-1

1. LEGAL DESCR. LOT: 76,78,80,82,84 — See attached — 77,79,81,83 — BLK. — TRACT: Hiscock & Smith 1st Add.

DIST. MAP: 123-217 — CENSUS TR: 2065.00 — ZONE: M3-3 — FIRE DIST: 1 — LOT TYPE: THRU — LOT SIZE: 270x135 — 1 RREG — ALLEY — BLDG LINE — AFFIDAVITS: AFF25260 CCPD

2. PRESENT USE OF BUILDING: (23) restrooms — NEW USE OF BUILDING: demolish

3. JOB ADDRESS: 2001 Sacramento St.

4. BETWEEN CROSS STREETS: Mateo AND Santa Fe

5. OWNER'S NAME: Standard Oil — PHONE: 489-1000

6. OWNER'S ADDRESS: 605 W. Olympic — CITY: LA — ZIP: 90051

7. ENGINEER: / — STATE LICENSE No. — PHONE

8. ARCHITECT OR DESIGNER: / — STATE LICENSE No. — PHONE

9. CONTRACTOR: Harold Morris — STATE LICENSE No.: 255095 — PHONE: 443-3864

10. BRANCH LENDER — ADDRESS — CITY

11. SIZE OF EXISTING BLDG. WIDTH x LENGTH: 10' x 30' — STORIES: 1 — HEIGHT: 13 — NO. OF EXISTING BUILDINGS ON LOT AND USE: 4

12. CONST. MATERIAL OF EXISTING BLDG. — EXT. WALLS: Block — ROOF: Wood — FLOOR: conc

13. JOB ADDRESS: 2001 Sacramento St.

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 300. Two of 5 FV = #1820

15. NEW WORK (Describe): demolish/handwreck

SC# M745

DIST. OFFICE: LA — CRIT. SOIL: / — GRADING: / — HIGHWAY DED. — FLOOD — CONS: Yes — ZONED BY: Flores — FILE WITH — INSPECTOR

NEW USE OF BUILDING: Demolish	SIZE OF ADDITION	STORIES	HEIGHT	
TYPE: III-RR	GROUP OCC.	PLANS CHECKED: Kehmeier		
BLDG AREA: 300	MAX OCC.	TOTAL	PLANS APPROVED	
DWELL UNITS: 0	GUEST ROOMS: 0	PARKING REQ'D	PROVIDED	APPLICATION APPROVED: Kaj
SPRINKLERS REQ'D SPECIFIED	CONT. INSP.		INSPECTION ACTIVITY: COMB. / GEN / MAJ S / CONS	
P.C.	S.P.C. 6.3	I.F. /	E.P.I.	O.S. / C/O / TYPIST: kg
P.C. No.				

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

AUG-22-73 19750 C •76631 S — 2 CK 6.95

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed: [signature] (Owner or Agent)

			Signature/Date	
Bureau of Engineering	ADDRESS APPROVED		BJA	8-13-73
	SEWERS	NO SEWER/PLUMBING REQ'D		
		SFC NOT APPLICABLE	RZ	8-13-73
		SFC PAID		
		SFC DUE		
	DRIVEWAY			
	HIGHWAY DEDICATION	REQUIRED		
		COMPLETED		
	FLOOD CLEARANCE			
Conservation	APPROVED FOR ISSUE ☐	NO FILE ☐	NO REFERENCE	STAFF
Fire	APPROVED UNDER ... L.A.M.C.			

3 CITY OF LOS ANGELES

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only. DC - 1

1. LEGAL DESCR. LOT: ~~76 78, 80, 82, 84~~ 77,79,81,83 | BLK. | TRACT: Hiscock & Smiths 1st. Addn. | DIST. MAP: 123-217 | CENSUS TR: 2065

2. PRESENT USE OF BUILDING: (69) Canopy (Serv. Sta.) | NEW USE OF BUILDING: ( ) demolish | ZONE: M3-3

3. JOB ADDRESS: 2001 Sacramento St. | FIRE DIST: two

4. BETWEEN CROSS STREETS: Mateo AND Santa Fe | LOT TYPE: ~~int.~~ thru

5. OWNER'S NAME: Standard Oil | PHONE: 489-1000 | LOT SIZE: ~~Incomp~~ (P.T.O.) ~~legal~~

6. OWNER'S ADDRESS: 605 W. Olympic | CITY: LA | ZIP: 90051

7. ENGINEER: / | STATE LICENSE No. | PHONE

8. ARCHITECT OR DESIGNER: / | STATE LICENSE No. | PHONE | BLDG. LINE: /

9. CONTRACTOR: Harold Mavis | STATE LICENSE No.: 2550955 | PHONE: 443-3864 | AFFIDAVITS

10. BRANCH LENDER | ADDRESS | CITY | 25260 COPD

11. SIZE OF EXISTING BLDG: WIDTH 25 LENGTH 16 | STORIES 1 | HEIGHT 13 | NO. OF EXISTING BUILDINGS ON LOT AND USE: 5

12. CONST. MATERIAL OF EXISTING BLDG: | EXT. WALLS | ROOF: mtl | FLOOR: conc

13. JOB ADDRESS: 2001 Sacramento St. | POST OFFICE: LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 200 | 4 of 5 | TV = 1820

15. NEW WORK (Describe): demolish-hardwreck
ADD No Sewer

NEW USE OF BUILDING: demo | SIZE OF ADDITION | STORIES | HEIGHT

TYPE: IV	GROUP OCC.	PLANT CHECKED	CONS: yes
BLDG. AREA: -400	MAX OCC.	PLANS APPROVED	ZONED BY: Skorbvold
DWELL. UNITS: ⊖	GUEST ROOMS: ⊖ / PARKING REQ'D / PROVIDED	APPLICATION APPROVED: Kopanel	FILE WITH
SPRINKLERS REQ'D SPECIFIED	CONT. INSP.	INSPECTION ACTIVITY: COMB / GEN / MAJ. S. / CONS	INSPECTOR

P.C. —— | S.P.C. —— | B.P. 6.30 | I.F. | O.P.I. | O.S. | C/O | TYPIST

P.C. No. | PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

AUG-22-73 19751 C •76632 S — 2 CK 6.30

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereon I will not employ any person in violation of the Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0202 L.A.M.C.)

Signed [signature] (Owner or Agent)

		Signature/Date
Bureau of Engineering	ADDRESS APPROVED	RJA 8-22-73
	SEWERS / NO SEWER — — REQ'D / SFC NOT APPLICABLE / SFC PAID / SFC DUE	
	DRAINAGE	
	HIGHWAY DEDICATION / REQUIRED / COMPLETED	
	FLOOD CLEARANCE	
Conservation	APPROVED FOR ISSUE ☐ / NO FILE ☐	~~NO PHS Cheese 8-22-73~~
Fire	APPROVED (TITLE 19) (L.A.M.C.)	
Plumbing		
Planning		

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

3 CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

DC-1

1. LEGAL DESCR. LOT 76,78,80,82,84 see attached 77,79,81,83 BLK. TRACT Hazard & Smith 1st Add.

DIST. MAP 123-217
CENSUS TR 2065.00
ZONE M3-3
FIRE DIST II
LOT TYPE Int
LOT SIZE 170x135
12REG
ALLEY /
BLDG LINE /
AFFIDAVITS AFF25260 CCPD

2. PRESENT USE OF BUILDING (68) tire shop — NEW USE OF BUILDING ( ) demolish

3. JOB ADDRESS 2001 Sacramento St.

4. BETWEEN CROSS STREETS Mateo AND Santa Fe

5. OWNER'S NAME Standard Oil — PHONE 489-1000

6. OWNER'S ADDRESS 605 W. Olympic — CITY LA — ZIP 90051

7. ENGINEER — STATE LICENSE No. — PHONE

8. ARCHITECT OR DESIGNER / — STATE LICENSE No. — PHONE

9. CONTRACTOR Harold Morris — STATE LICENSE No. 255095 — PHONE 443-3864

10. BRANCH LENDER — ADDRESS — CITY

11. SIZE OF EXISTING BLDG WIDTH 30 LENGTH 20 — STORIES 1 — HEIGHT 16 — NO. OF EXISTING BUILDINGS ON LOT AND USE 4

12. CONST. MATERIAL OF EXISTING BLDG — EXT. WALLS mtl — ROOF mtl — FLOOR conc

13. JOB ADDRESS 2001 Sacramento St. — DIST. OFFICE LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING $ 300. Three of 6 1/4 = 81870 — CRIT. SOIL /

15. NEW WORK (Describe) demolish/handwreck — GRADING /

SC# 19745 — HIGHWAY DED.

NEW USE OF BUILDING DEMOLISH — SIZE OF ADDITION — STORIES — HEIGHT — FLOOD

TYPE IV — GROUP OCC. — PLANS CHECKED — CONS. yes

BLDG. AREA -600 — MAX OCC. — TOTAL — PLANS APPROVED — ZONED BY Flores

DWELL. UNITS — GUEST ROOMS — PARKING REQ'D — PROVIDED — APPLICATION APPROVED — FILE WITH

SPRINKLERS REQ'D SPECIFIED — CONT. INSP. — INSPECTION ACTIVITY: COMB / GEN / MAJ. S / CONS — INSPECTOR

P.C. — B.P. 6.35 — S.F. / — G.P.I. — O.S. — C/O — TYPIST KE

P.C. No. — PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

AUG-22-73 19752 E *76633 S — 2 CK 6.95

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed." (See Sec. 91.0203 L.A.M.C.)

Signed [signature] (Owner or Agent)

			Signature/Date	
Bureau of Engineering	ADDRESS APPROVED		RAJ	8-13-73
	SEWERS	NO SEWER, PLUMBING REQ'D		
		SFC NOT APPLICABLE	HZ	8-13-73
		SFC PAID		
		SFC DUE		
	DRIVEWAY			
	HIGHWAY DEDICATION	REQUIRED		
		COMPLETED		
	FLOOD CLEARANCE			
Conservation	APPROVED FOR ISSUE	NO FILE		

APPLICATION TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES — DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: Applicant to Complete Numbered Items Only.

1. LEGAL DESCR. 76, 78, 80, 82, 84, 77, 79, 81, 83 see attached	TRACT Hiscock & Smith 1st Add.	DIST. MAP 123-217; CENSUS TR 2065.00
2. PRESENT USE OF BUILDING (72) storeroom	NEW USE OF BUILDING demolish	ZONE M3-3; FIRE DIST II
3. JOB ADDRESS 2015 Sacramento St.		
4. BETWEEN CROSS STREETS Mateo	AND Santa Fe	LOT SIZE 140x139
5. OWNER'S NAME Standard Oil	PHONE 489-1000	
6. OWNER'S ADDRESS 605 W. Olympic	CITY LA ZIP 90051	ALLEY
7. ENGINEER /	STATE LICENSE No. PHONE	
8. ARCHITECT OR DESIGNER /	STATE LICENSE No. PHONE	BLDG. LINE /
9. CONTRACTOR Harold Morris	STATE LICENSE No. 255095 PHONE 443-3864	AFFIDAVITS AFF25260 CCPD
10. BRANCH LENDER	ADDRESS CITY	
11. SIZE OF EXISTING BLDG. WIDTH 30 LENGTH 20	STORIES 1 HEIGHT 13	NO. OF EXISTING BUILDINGS ON LOT AND USE 4
12. CONST. MATERIAL OF EXISTING BLDG. EXT. WALLS Metal	ROOF wd	FLOOR conc
13. JOB ADDRESS 2015 Sacramento St.		DIST. OFFICE LA
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING $ 300.	Five of 5 TV. #1820	CRIT. SOIL /
15. NEW WORK: (Describe) demolish/handwreck (Plumbing) S.C. # 19746		GRADING
NEW USE OF BUILDING Demolish	SIZE OF ADDITION; STORIES; HEIGHT	HIGHWAY DED.; FLOOD /
TYPE IV; GROUP OCC. —	PLANS CHECKED	CONS. yes
BLDG. AREA 600; MAX OCC.; TOTAL	PLANS APPROVED	ZONED BY Flores
DWELL. UNITS 0; GUEST ROOMS 0; PARKING REQ'D; PROVIDED	APPLICATION APPROVED	FILE WITH
SPRINKLERS REQ'D SPECIFIED /; CONT. INSP.	INSPECTION ACTIVITY COMB. GEN. MAJ. S. CONS.	INSPECTOR
P.C. ; B.P. $6.50 / ; G.P.I. ; O.S. ; C/O		TYPIST KE

P.C. No. — PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

AUG-22-73 19753 E •76534 S — 2 CK 6.5

CASHIER'S USE ONLY

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed" (See Sec. 91.0202 L.A.M.C.)

Signed (Owner or Agent)

			Signature/Date
Bureau of Engineering	ADDRESS APPROVED		RAJ 8-13-73
	SEWERS	NO SEWER/PLUMBING REQ'D	
		SFC NOT APPLICABLE	HZ 8-13-73
		SFC PAID	
		SFC DUE	
	DRAINAGE		
	HIGHWAY DEDICATION	REQUIRED	
		COMPLETED	
	FLOOD CLEARANCE		
Conservation	APPROVED FOR ISSUE [ ]	NO FILE [ ]	FILE REFERENCE

1 CITY OF LOS ANGELES

APPLICATION FOR INSPECTION OF NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

B&S 8-1 DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

1. LEGAL DESCR. LOT 73 & 75 -84 BLK. TRACT Hiscock & Smith First addition

DIST. MAP 123-217
CENSUS TR. 2065.00
ZONE M3-3
FIRE DIST 2
LOT (TYPE) cor/thru
LOT SIZE irog

2. PURPOSE OF BUILDING 23 Truck Scale

3. JOB ADDRESS 2016 Bay St.

4. BETWEEN CROSS STREETS Mateo AND Term

5. OWNER'S NAME Consolidated Fibre Inc PHONE 627-7351

6. OWNER'S ADDRESS 1005 Mateo Vt. CITY LA ZIP

7. ENGINEER Lloyd Wallis STATE LICENSE No. PHONE

8. ARCHITECT OR DESIGNER STATE LICENSE No. PHONE

BLDG. LINE /

9. CONTRACTOR Ecco Cont. Inc STATE LICENSE No. A205227 PHONE 714/531-4300

AFFIDAVITS ZI 912

10. BRANCH LENDER ADDRESS CITY

comp fill 1500 PSF

11. SIZE OF NEW BLDG. WIDTH 10 LENGTH 50 STORIES HEIGHT NO. OF EXISTING BUILDINGS ON LOT AND USE

Aff 25260

12. MATERIAL OF CONSTRUCTION EXT. WALLS conc ROOF FLOOR conc

CCPD AH 404.60

13. JOB ADDRESS 2016 Bay St.

DIST. OFFICE LA

14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING $ 19,000

CERT. SOIL /

2 of 2 TV 139,000

GRADING /

HIGHWAY DED.

PURPOSE OF BUILDING TRUCK SCALE STORIES HEIGHT

FLOOD /

TYPE GROUP OCC. MISC PLANS CHECKED Norm

CONS. yes

BLDG. AREA MAX. OCC. TOTAL PLANS APPROVED

DWELL. UNITS 0 GUEST ROOMS PARKING REQ'D PROVIDED APPLICATION APPROVED

FILE WITH

SPRINKLERS REQ'D SPECIFIED CONT. INSP. INSPECTION ACTIVITY

INSPECTOR

P.C. / S.P.C. $ 101.50 / C.P.I. / E.S. / C.O. / F.M. / TYPIST 81

P.C. No. W4221

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR 60 MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

1-24-75 46435 LA T-6CK 367.62

FEB-24-75 53257 C • 3886 S — 1 CK 101.50

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202 L.A.M.C.)

Signed Ecco Contractors Inc C.L. Jones (Owner or Agent)

Signature/Date

Bureau of Engineering — ADDRESS APPROVED — Dalton 1-24-75

SEWERS AVAILABLE — W. SEWER PLUMBING REQ'D — 1-24-75

SFC NOT APPLICABLE

SFC PAID

SFC DUE

DRIVEWAY

HIGHWAY DEDICATION REQUIRED COMPLETED — Shum 1-24-75

FLOOD CLEARANCE

Construction — APPROVED FOR ISSUE ☐ NO FILE ☐ — Thompson 1-24-75

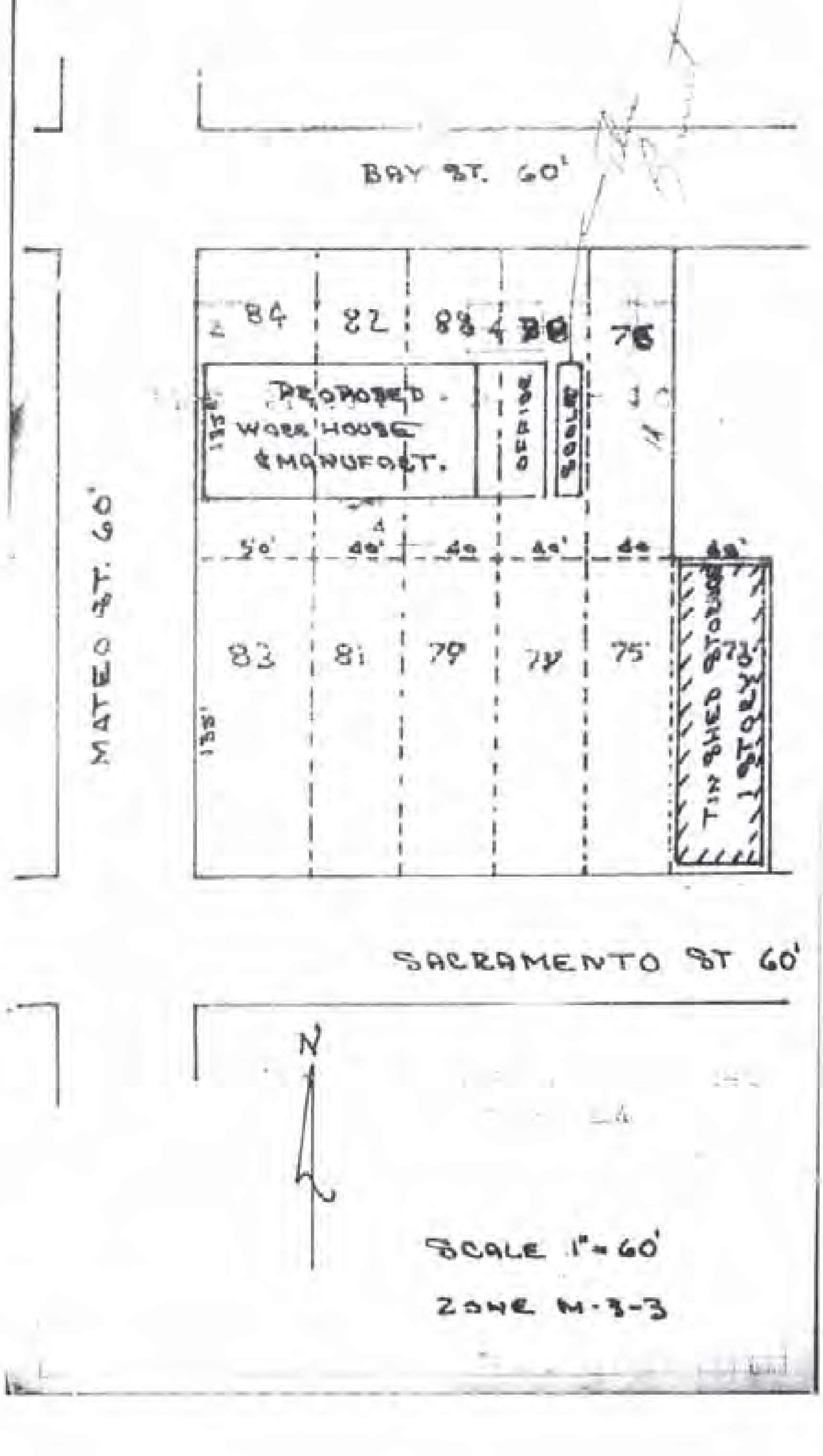
Fire — APPROVED (TITLE 19) L.A.M.C. 57.01 — 2-11-75

Plumbing — PRIVATE SEWAGE SYSTEM APPROVED

Planning — APPROVED UNDER CASE #

Traffic — APPROVED FOR Brown — Street Frontage — J. K. Booth 2-11-75

Lots 73, 75, 76, 77, 78, 79, 80, 81, 82, 83 & 84 of Hiscock & Smith First Addition in The City of Los Angeles Recorded in M.R. 25 Pg 11



CITY OF LOS ANGELES

APPLICATION FOR GRADING PERMIT AND FOR GRADING CERTIFICATE

B&S B348 — 8-75
DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only.
2. Plot Plan Required on Back of Original.

1. LEGAL DESCR.	LOT: 73 & 75-84 · BLK: · TRACT: Hiscock & Smith First Addition	DIST. MAP: 123-217
		CENSUS TRACT: 2065.00
2. PURPOSE OF GRADING	1601 Building Site preparation	ZONE: N3-3
3. JOB ADDRESS	2016 Bay St.	FIRE DIST.: 2
4. BETWEEN CROSS STREETS	Mateo AND Term.	LOT (TYPE): cor/thru
5. OWNER'S NAME	Consolidated Fibre Inc. · PHONE: 627-7351	LOT SIZE: irreg
6. OWNER'S ADDRESS	2005 Mateo St. · CITY: LA · ZIP:	
7. PLANS BY/CIVIL ENG.	Harry A. Brindley · STATE LICENSE No.: CE 15480 · PHONE:	ALLEY: /
8. FOUNDATION ENGINEER	Thomas Howser · STATE LICENSE No.: · PHONE:	BLDG. LINE: /
9. ENGR. GEOLOGIST	STATE LICENSE No./CERT. No.: · PHONE:	AFFIDAVITS: ZI 912 ✓ comp fill 1500 psf aff 25260 CCPD aff 20460
10. CONTRACTOR	Ecco Const. Inc. · STATE LICENSE No.: A205227 · PHONE:	
11. CONTRACTOR'S ADDRESS	1417 N. Harper · CITY: Santa Ana · ZIP: 92703	
12. BRANCH LENDER	ADDRESS: · CITY:	
13. JOB ADDRESS	2016 Bay St.	DIST. OFFICE: LA
14. NUMBER OF CUBIC YARDS	CUT: 1762 · FILL: 1762	CRIT. SOIL: /
15. MAXIMUM SLOPE	CUT: — · FILL:	GRADING: /
COMPACTED FILLS	YES XX · NO	HIGHWAY DED.: /
RETAINING WALL REQ'D.	YES · NO XX	FLOOD: /
APPROVED SOIL TESTING AGENCY	Foundation Eng.	CONS.: yes

BOND: ☐ NONE · AMOUNT: FLATLAND · ☐ SURETY RQ. · DATE POSTED: · CA #

YARDAGE APPROVED · APPLICATION CHECKED · PLANS CHECKED · CONDITIONS VERIFIED · PLANS APPROVED · APPLICATION APPROVED · CHECKED · FILE NO.

CHECKED BY · FILE WITH · INSPECTOR

P.C.	S.P.C.	G.P.C.	G.P.I.	O.S.	C/O	TYPIST
$230.75	—	$355.00	NONE			

P.C. NO. NA521

PLAN CHECK EXPIRES SIX MONTHS AFTER FEE IS PAID. PERMIT EXPIRES ONE YEAR AFTER FEE IS PAID OR SIX MONTHS AFTER FEE IS PAID IF CONSTRUCTION IS NOT COMMENCED.

CASHIER'S USE ONLY

APR-4-80 63343 EO • 5812 U—6 CK 230.75
APR-4-80 63343 EO • 5812 U—1 CK 355.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

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Signed: Jack L. Sisco
(Owner or Agent)

I certify that all of the land included in the Tentative Tract Map is under my ownership or land on which offsite rights have been granted.

Signed: ______
(Owner or Agent)

		Signature/Date
Bureau of Engineering	ADDRESS APPROVED	see LA 3836/75
	DRIVEWAY	
	FLOOD CLEARANCE	
	DRAINAGE TO WATERCOURSE APPROVED	
	GRADING IN WATERCOURSE APPROVED	
	GRADING CA PUBLIC PROPERTY APPROVED	
[illegible]	[illegible] SYSTEM APPROVED	
[illegible]	[illegible]	

3 APPLICA[redacted] FOR INSPECTION

TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

INSTRUCTIONS 1. Applicant to Complete Numbered Items Only.

1. LOT ~~70~~ B — TRACT ~~Atacock and Smith First Addition~~ 6839 — MR25-11
2. PRESENT USE OF BUILDING: Loading Dock — NEW USE OF BUILDING: DEMO
3. JOB ADDRESS: ~~2016 E. Bay Street~~ 2014 E. Bay St
4. BETWEEN CROSS STREETS: ~~Mateo Street~~ BAY ST. AND Sacramento Street
5. OWNER'S NAME: Stacy Construction Inc. — PHONE: 213)232-5203
6. OWNER'S ADDRESS: 1912 E. Vernon Ave. — CITY: Vernon — ZIP: 90059
7. ENGINEER: Khan Engineering/ / (714)771-5426
8. ARCHITECT OR DESIGNER:
9. ARCHITECT OR ENGINEER'S ADDRESS: 1450 W. Katella — CITY: Orange — ZIP: 92667
10. CONTRACTOR: Stacy Const. Inc. / 589916-94/379275 — 213)232-5203
11. SIZE OF EXISTING BLDG: WIDTH 19/ LENGTH 180' — HEIGHT 5' — NO. OF EXISTING BUILDINGS ON LOT AND USE: 1 - LOADING DOCK
12. FRAMING MATERIAL OF EXISTING BLDG:
13. JOB ADDRESS: 2016 E. Bay Street
14. VALUATION TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING: $ 1000
15. NEW WORK: DEMO, handwreck no OC req'd

MAP 123A217 — 2060 — ZONE M3-1 — 11 — 9 — LOT TYPE INT — ~~40x135~~ — 15' — CCPD 3/94 — CPC 1500/79 — ZI 1726/3/94 — ZI 1572/3/94 — ZI 1022/3/94 — LA — 78 — 7/M5799 — SD

NEW USE OF BUILDING: DEMO

B.P.I. 35.00 — 242.00 — 0.50 — N/A — Yes — YES. — LA — 19882 — 1/70 — N/D

03/08/94 03:29:50PM LA04 T-0945 C 21
BLDG PERMIT CO 42.00
INVOICE # 0024710 00
EI COMMERCIAL 0.30
ONE STOP SURCH 1.00
SYS DEV 2.55
TOTAL 46.05
CHECK 46.05

74LA 15589

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16.

OWNER-BUILDER DECLARATION

17.

Victor Zavala

WORKERS' COMPENSATION DECLARATION

18.

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19.

Victor Zavala

CONSTRUCTION LENDING AGENCY

20.

21.

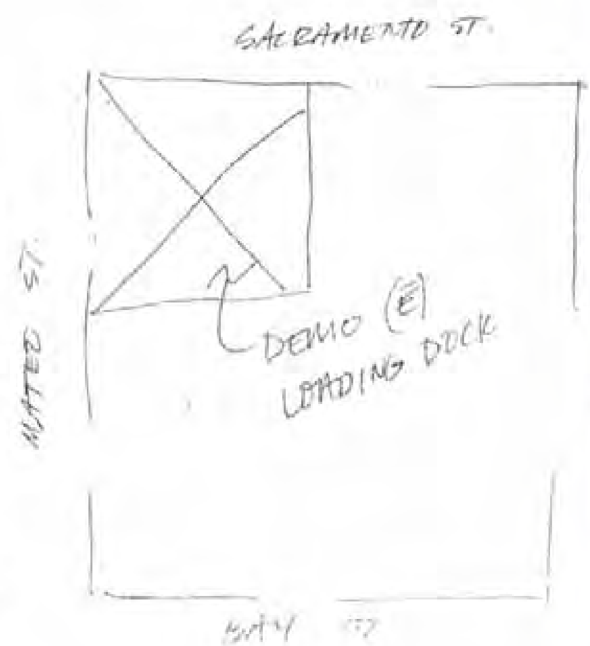
Victor Zavala

7

Bureau of Engineering	ADDRESS APPROVED DRIVEWAY HIGHWAY DEDICATION — REQUIRED / COMPLETED FLOOD CLEARANCE
Public Works Improvements	SEWER AVAILABLE NOT AVAILABLE S.F.C. PAID S.F.C. DUE
	S.F.C. NOT APPLICABLE
Grading	PRIVATE SEWAGE SYSTEM APPROVED
Dam Safety CEQA	APPROVED FOR ISSUE ☐ NO FILE ☐ FILE CLOSED ☐
Fire	APPROVED (TITLE 19) (L.A.M.C. 5700) APPROVED HYDRANT UNIT ROOM 920 CHE
CRA	APPROVED PER REDEV. PROJECT
Transportation	APPROVED FOR DRIVEWAY LOCATION APPROVED FOR ORD #
Planning	ZONE SHEET # APPROVED UNDER CASE # LANDSCAPE / XERISCAPE SIGHT PLAN REVIEW
Housing	HOUSING AUTHORITY AFFIDAVIT NO.
Construction Tax	RECEIPT NO. DWELLING UNITS
Cultural Affairs	
Rent Stabilization Division	

LEGAL DESCRIPTION:

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



← ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

3 APPLICA[redacted] FOR[redacted] INSPECTION

TO ADD-ALTER-REPAIR-DEMOLISH AND FOR CERTIFICATE OF OCCUPANCY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only

1. LOT 78 / B — TRACT ~~Hiscock and Smith First Addition~~ 6839 — MR25-11

DIST. MAP 1236217 — CENSUS TRACT 2060 — ZONE M3-1

2. PRESENT USE OF BUILDING: Loading Dock — NEW USE OF BUILDING: DEMO

3. JOB ADDRESS: ~~2016 E. Bay Street~~ 2016 E. Bay St — II — 9

4. BETWEEN CROSS STREETS: ~~Mateo Street~~ BAY ST. and Sacramento Street — INT

5. OWNER'S NAME: Stacy Construction Inc. — (213)232-5203

6. OWNER'S ADDRESS: 1912 E. Vernon Ave. — CITY Vernon — ZIP 90059

7. ENGINEER: Khan Engineering/ — /(714)771-5426 — 15'

8. ARCHITECT OR DESIGNER

9. 1950 W. Katella — CITY Orange — ZIP 92667

10. CONTRACTOR: Stacy Const. Inc. / 519215 — (213)232-5203

CCPD 3/11, CFD 1500/7/11, 21 1726 3/11, 21 1572 3/11, 22 1022 3/11

11. 1 LOADING DOCK

12.

3 13. JOB ADDRESS: 2016 E. Bay Street

14. VALUATION: $ 1000

15. NEW WORK: DEMO, Landwreck no SC req'd

DIST. OFF. LA — YES — 30

DEMO — 55.00 — 47.00 — 0.50 — N/A — Yes — YES — LA — P9882 — NO

03/09/94 03:29:50PM LA04 T-0965 C 21

BLDG PERMIT CO	47.00
INVOICE # 0024240 08	
EI COMMERCIAL	0.50
ONE STOP SURCH	1.00
SYS DEV	2.55
TOTAL	66.05
CHECK	66.05

94LA 15589

DECLARATIONS AND CERTIFICATIONS

LICENSED CONTRACTORS DECLARATION

16.

OWNER-BUILDER DECLARATION

17. Victor Cosala

WORKERS' COMPENSATION DECLARATION

18.

CERTIFICATE OF EXEMPTION FROM WORKERS' COMPENSATION INSURANCE

19. Victor Cosala

CONSTRUCTION LENDING AGENCY

20.

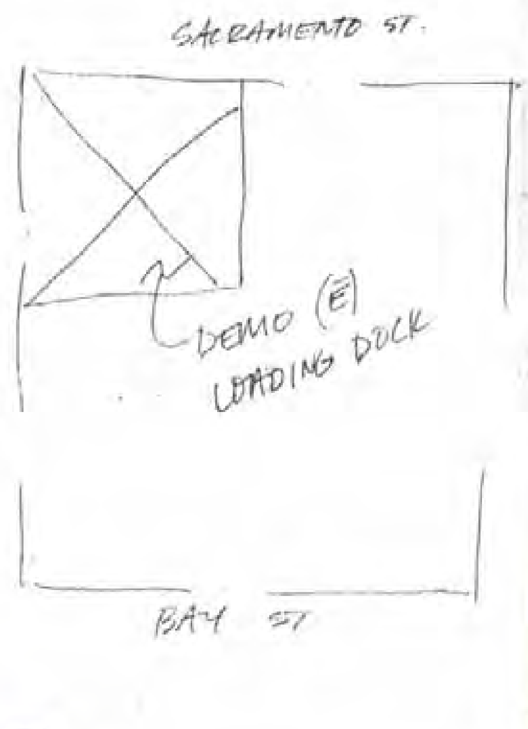
21. Victor Cosala

7

Bureau of Engineering	ADDRESS APPROVED DRIVEWAY HIGHWAY — RECORDED DEDICATION — COMPLETED FLOOD CLEARANCE
Public Works Improvement	Required YES [ ] NO [ ]
Sewers Ref. No. Cert. No.	SEWERS AVAILABLE NOT AVAILABLE SFC PAID SFC DUE
Grading Comm. Safety	SFC NOT APPLICABLE PRIVATE SEWAGE SYSTEM APPROVED APPROVED FOR ISSUE [ ] NO FILE [ ] FILE CLOSED [ ]
CEQA Fire CRA Transportation Planning	APPROVED (TITLE 19) (L.A.M.C. 5700) APPROVED — HYDRANT UNIT, ROOM 920 CLB APPROVED PER REDEV. PROJECT APPROVED FOR DRIVEWAY LOCATION APPROVED FOR CRD # WORK SHEET # APPROVED UNDER CASE # LANDSCAPE / XERISCAPE SIGHT PLAN REVIEW
Housing Construction Tax Cultural Affairs Rent Stabilization Division	BUILDING AUTHORITY AFFIDAVIT TO: RECEIPT NO. DWELLING UNITS

LEGAL DESCRIPTION

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



← ATTACHED PLOT PLANS SHALL NOT EXTEND ABOVE THIS LINE

2005 SACRAMENTO STREET

All applications must be filled out by applicant

Clerk will stamp number here, as follows:
4.—If for Plumbing, Sewer or Cesspool
5.—If for Gas Piping or Inspection
6.—If both Plumbing, Sewer or Cesspool and for Gas Piping.

4

BOARD OF PUBLIC WORKS
DEPARTMENT OF BUILDINGS

Application for the Installation of Plumbing, Sewer or Cesspool, Gas Fitting and Old Gas Pipe Inspection

Plans and specifications and such other data as will enable the department to ascertain whether the proposed work will conform to the requirements of the State Laws and City Ordinances must be filed.

This form to be used only where there is no new erection, construction, alteration or repair being made to building, and where a building permit has not been issued.

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a permit construct and install the work hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit.

First: That the permit does not grant any right or privilege to construct or install the work therein described or any portion thereof upon any street, alley or other Public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any of the work therein described or any portion thereof for any purpose that is or may be hereafter prohibited by Ordinance of the City of Los Angeles.

(USE INK OR INDELIBLE PENCIL)

Location by Street and Number where work herein described is proposed to be done

No. 2005
Sacramento Street

1. What purpose is the building used for? Res
2. Owner's Name R. W. Beasley
3. Contractor's Name W. J. Moriarty (Plumber, Gas Fitter, Sewer or Cesspool Contractor)
4. Contractor's Address 746 Mayfield
5. State the number of Plumbing Fixtures to be installed or altered no
6. Specify if there is a Sewer or Cesspool to be constructed on the premises Sewer (No cesspools allowed where there is a street sewer)
7. State the number of Gas Outlets to be installed or altered no
8. Is the work to be done in a new or old building? Old (Any completed building is considered old)
9. If in an old building, are there any alterations or repairs or change of purpose being made to same; and if so what is your estimate of the cost of the construction work $10 (Answer fully)

I hereby certify that I have carefully examined and read the above application, that the same is true and correct and that the work herein described is to be done in accordance with all the provisions of the Building Ordinances of the City of Los Angeles, whether herein specified or not.

All Applications Must be Filled Out by Applicant

PLANS AND SPECIFICATI
and other data must also be

Bldg. Form 3

3

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application to Alter, Repair or Demolish

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspec Buildings, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions en into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, o portion thereof, upon any street, alley, or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, o portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the pr ... described in such permit.

	REMOVED FROM	REMOVED TO
TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st FLOOR CITY CLERK PLEASE VERIFY	Lot 83 Block	Lot 23 Block
	Tract Hiscock & Smith's	Tract
	1st Add.	Metropolitan
	Book 5 Page 14 F. B. Page 156	Book Page F. B. Page
TAKE TO ROOM No. 405 SOUTH ANNEX ENGINEER PLEASE VERIFY	From No. 2005 Sacramento Street	
	To No. 2473 East 7th bet. Sotost & Valverde Street	

City Clerk

O.K. City Engineer

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? Dwelling, one family
2. What purpose will Building be used for hereafter? Dwelling, one family
3. Owner's name Charles Lantz Phone VA 5221
4. Owner's address 314 Wilcox Bldg City
5. Architect's name Same Phone
6. Contractor's name Same Phone
7. Contractor's address Same
8. VALUATION OF PROPOSED WORK [Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.] $ 200.00
9. Class of present Building D No. of rooms at present Five(5)
10. Number of stories in height One Size of present Building About 30 x 46
11. State how many buildings are on this lot One
12. State purpose buildings on lot are used for Residence 1 family (Apartment House, Hotel, Residence, or any other purpose.)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., W BE MADE TO THIS BUILDING:

Moved on lot, new foundations, connect sewer and all plumbing

13. Size of new addition None x No. of Stories in height

14. Material of exterior walls - - - -

15. —Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above application and know the same is true and correct, an that all provisions of the Ordinances and Laws governing Building Construction will be complied wit whether herein specified or not.

(Sign here) [illegible signature]
(Owner or Authorized Agent.)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

REMARKS

There will be an unobstructed passageway, at least 10 [illegible] wide, extending from any dwelling on lot to a public [illegible], or to a public alley at least 10 feet in width.

[illegible signature]
Owner or Authorized Agent

All Applications Must be Filled Out by Applicant

Bldg. Form 3 — BUILDING DIVISION — PLANS AND SPECIFICATIONS and other data must also be filed

3

DEPARTMENT OF BUILDING AND SAFETY — 55319

Application to Alter, Repair or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles:
Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:
First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley, or other public place or portion thereof.
Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.
Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

	REMOVED FROM	REMOVED TO
TAKE TO ROOM No. 6 REAR OF NORTH ANNEX 1st Floor	Lot 21 Block	Lot 23 Block —
	Tract Hiscock & Smith's 1st Add.	Tract Metropolitan Gardens
CITY CLERK PLEASE VERIFY	(phone)	
TAKE TO FIRST FLOOR 242 SO. BROADWAY	Book 5 Page 14 F. B. Page 56	Book 4 Page 8 F. B. Page 99
ENGINEER PLEASE VERIFY	From No. 2005 Sacramento Street	To No. 2147 E 7th St. bet. State & Breed St Street

O. K. City Clerk — By — Deputy
O. K. City Engineer — By — Deputy

(USE INK OR INDELIBLE PENCIL)

1. What purpose is the present Building now used for? Dwelling 1 Family
2. What purpose will Building be used for hereafter? " 1 "
3. Owner's name Charles Lents Phone VA 5271
4. Owner's address 314 Wilcox Bldg
5. Architect's name Do Phone Do
6. Contractor's name Do Phone Do
7. Contractor's address Do
8. VALUATION OF PROPOSED WORK (Including Plumbing, Gas Fitting, Sewers, Cesspools, Elevators, Painting, Finishing, all Labor, etc.) $ 100.00
9. Class of present Building D No. of rooms at present 5
10. Number of stories in height 1 Size of present Building 25 x 35
11. State how many buildings are on this lot One
12. State purpose buildings on lot are used for Dwelling 1 family (Apartment House, Hotel, Residence, or any other purpose)

STATE ON FOLLOWING LINES EXACTLY WHAT ALTERATIONS, ADDITIONS, ETC., WILL BE MADE TO THIS BUILDING:

General Repairs - Bldg moved -
new concrete foundations - connect
plumbing gas and sewer

13. Size of new addition None — x ______ No. of Stories in height —

14. Material of foundation concrete Size footings 12 Size wall 6 Depth below ground 12

15. Size of Redwood Mudsills 2 x 6 Size of interior bearing studs ______ x ______

16. Size of exterior studs ______ x ______ Size of interior non-bearing studs ______ x ______

17. Size of first floor joists ______ x ______ Second floor joists ______ x ______

18. Will all provisions of State Housing Act be complied with? Yes

I have carefully examined and read the above blank and know the same is true and correct, and that all provisions of the Ordinances and Laws governing Building Construction will be complied with, whether herein specified or not.

(Sign here) W. M. Marek
(Owner or Authorized Agent)

FOR DEPARTMENT USE ONLY

APPLICATION	O. K.
CONSTRUCTION	O. K.
ZONING	O. K.
SET-BACK LINE	O. K.
ORD. 33761 (N. S.)	O. K.
FIRE DISTRICT	O. K.

REMARKS

There will be an unobstructed passageway, at least 10 feet wide, extending from any dwelling on lot to a public street, or to a public alley at least 10 feet in width.

W. M. Marek
Owner or Authorized Agent

1024 MATEO STREET

APPLICATION FOR PERMIT TO BUILD.

Ward 7th Los Angeles, Cal., March 13 11

TO THE SUPERINTENDENT OF BUILDINGS:
The undersigned hereby applies for a permit to Build
as follows:

1. Character of Building, number of stories and rooms 4 room
One story Frame

Ok. N. 33½ ft of So 68½ ft of lot 83

Lewis Davis

Assessor Please Verify — 2. Location: Lot Block
Hiscock & Smiths 1st Add
District No. 5 M. B. page 13 F. B. page

Engineer Please Verify — 3. No. 1024 Mateo S
P. H. H.

4. Purpose of the Building Residence
5. Owner's name Susan F Fulton
6. Owner's address 2124 Park Grove Ave Los Angeles C
7. Architect's name A M Rowell
8. Builder's name A M Rowell
9. Builder's address 1128 Mateo St Los Angeles Cal
10. Estimated Cost of the Proposed Improvements, $ 500 00
11. Size of Building—No. feet front 22 No. feet rear 22 No. feet deep 24
12. Least depth of the foundations below surface of ground
13. Material of foundation Wood
14. Character of ground Sandy Soil
15. Kind of chimneys to be used Brick Stack Flues to gr
16. Number of fire escapes to be used, and where placed
17. What load will each floor carry per square foot
18. Public Halls, Churches, Theatres—seating capacity
19. Manner of construction of light wells
20. Number of interior brick walls or columns
21. Thickness of external walls—cellar or basement 1st story
2nd story 3rd story 4th story 5th story
6th story 7th story 8th story 9th story

All applications must be filled out by applicant

Clerk will stamp number here, as follows:
4.—If for Plumbing, Sewer or Cesspool.
5.—If for Gas Piping or Inspection.
6.—If both for Plumbing, Sewer or Cesspool and for Gas Piping.

4

BOARD OF PUBLIC WORKS

DEPARTMENT OF BUILDINGS

Application for the Installation of Plumbing, Sewer or Cesspool, Gas Fitting and Old Gas Pipe Inspection

Plans and specifications and such other data as will enable the department to ascertain whether the proposed work will conform to the requirements of the State Laws and City Ordinances must be filed.

This form to be used only where there is no new erection, construction, alteration or repair being made to building, and where a building permit has not been issued.

To the Board of Public Works of the City of Los Angeles:

Application is hereby made to the Board of Public Works of the City of Los Angeles, through the office of the Chief Inspector of Buildings, for a permit to construct and install the work hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit.

First: That the permit does not grant any right or privilege to construct or install the work therein described or any portion thereof upon any street, alley or other Public place or portion thereof,

Second: That the permit does not grant any right or privilege to use any of the work therein described or any portion thereof for any purpose that is or may be hereafter prohibited by Ordinance of the City of Los Angeles.

(USE INK OR INDELIBLE PENCIL)

Location by Street and Number where work herein described is proposed to be done

No. 1024 W.
W. Waterson Street

1. What purpose is the building used for? Res
2. Owner's Name R. Mc. Bratha
3. Contractor's Name Wm. T. Brodrande (Plumber, Gas Fitter, Sewer or Cesspool Contractor)
4. Contractor's Address 946 Wilfield
5. State the number of Plumbing Fixtures to be installed or altered none
6. Specify if there is a Sewer or Cesspool to be constructed on the premises Sewer (No cesspools allowed where there is a street sewer)
7. State the number of Gas Outlets to be installed or altered not
8. Is the work to be done in a new or old building? old (Any completed building is considered old)
9. If in an old building, are there any alterations or repairs or change of purpose being made to same; and if so, what is your estimate of the cost of the construction work no (Answer fully)

I hereby certify that I have carefully examined and read the above application, that the same is true and correct and that the work herein described is to be done in accordance with all the provisions of the Building Ordinances of the City of Los Angeles, whether herein specified or not.

2016 BAY STREET

3

APPLICATION TO ALTER, REPAIR, OR DEMOLISH AND FOR A Certificate of Occupancy

Form B-3-
CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. 78-80-82-84

Tract Hiscock + Smith 1st Addition Book 25 Pg 11

Location of Building 2016 Bay St. (House Number and Street)

Between what cross streets Mateo + Sacramento

Approved by City Engineer

Deputy.

USE INK OR INDELIBLE PENCIL

1. Present use of building Empty (Store, Dwelling, Apartment House, Hotel or other purpose) Families 1 Rooms

2. State how long building has been used for present occupancy

3. Use of building AFTER alteration or moving Demolish Families 1 Rooms

4. Owner Robert Fenton (Print Name) Phone VA 0618

5. Owner's Address 2001 Sacramento P.O. L.A.

6. Certificated Architect State License No. Phone

7. Licensed Engineer State License No. Phone

8. Contractor Myron Abrams State License No. 31090 Phone

9. Contractor's Address 4255 Baldwin Ave Culver City

10. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 125

11. State how many buildings NOW on lot and give use of each. (Store, Dwelling, Apartment House, Hotel or other purpose) 1 shop

12. Size of existing building 20 x 20 Number of stories high 1 Height to highest point 10

13. Material Exterior Walls Tin (Wood, Steel or Masonry) Exterior framework Wood (Wood or Steel)

14. Describe briefly all proposed construction and work:

Demolish existing Building

~~Clean lot for trucks~~

NEW CONSTRUCTION

15. Size of Addition x Size of Lot x Number of Stories when complete

16. Footing: Width Depth in Ground Width of Wall Size of Floor Joists x

17. Size of Studs x Material of Floor Size of Rafters x Type of Roofing

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Robert Fenton (Owner or Authorized Agent)

DISTRICT OFFICE

By Myron Abrams

FOR DEPARTMENT USE ONLY

PLAN CHECKING	CHANGE OF OCCUPANCY	FEES	
Date	Area of Bldg. Sq. Ft.		Bldg. Per. 2
Receipt No.	Date		Cert. of Occupancy
Valuation $ 125	Receipt No.		

Address of Building: 2016 Bay Street

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law—for following occupancies:

Issued: 12/4/75 Permit No. and Year LA 03887/75

1 story, type V, 80' x 150' warehouse building.
G-1 occupancy. 24 required parking spaces provided.

Owner: Consolidated Fibre, Inc.

Owner's Address: 1005 Mateo St.
Los Angeles, California

BY W. C. LAU:jh

Form B-95b—2M Sets—5-74 (C-10)

Address of Building 2016 BAY ST., LOS ANGELES

9

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.
This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law—for following occupancies

Issued 9-10-80 Permit No. and Year ANNUAL INSPECTION - 1980

USE OF LAND FOR STORAGE YARD FOR MAIN LOT
LOCATED AT 1005 MATEO ST.
Inspected per Section 12.26F
TWENTY FOUR REQUIRED PARKING SPACES PROVIDED
M-3 Zone

0 0 2 0 0 5 0 0 4 1 2

Owner Security First National Bank Tr.
Owner's Address Tr. #07-2-00271-1
P.O. Box 60802 Terminal Annex
Los Angeles, CA 90060 8881632
BY W. KRAMBO
Form B-95b RI:cga

Address of Building 2016 E. BAY ST., LOS ANGELES, CA

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified

Issued 8-12-81 Permit No. and Year ANNUAL INSPECTION - 1981

USE OF LAND FOR JUNK YARD
"STORAGE ONLY"
Main location at 1005 MATEO ST.
Inspected per Section 12.26F
TWENTY-FOUR REQUIRED PARKING SPACES PROVIDED
M-3 Zone

0 0 2 0 0 3 0 0 4 1 0

Owner Security First National Bank TR

Owner's Address TR # 07-2-00271-1
P.O. Box 60802 Terminal Annex
Los Angeles, CA 90060
RD:cga 538842728858888 1633 R. MATSUMURA

BY

B & S 95a (R. 1.77)

Address of Building 2016 E. BAY ST., LOS ANGELES

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified

Issued 4-1-82 Permit No. and Year ANNUAL INSPECTION - 1982

USE OF LAND FOR JUNK YARD
"STORAGE ONLY"
MAIN LOCATION AT 1005 MATEO ST.
Inspected per Section 12.26F
Twenty-four Required Parking Spaces Provided
M3 Zone

0 0 2 0 0 5 0 0 4 1 1

Owner Security First National Bank

Owner's Address TR # 07-2-00271-1
P.O. BOc 60802 Terminal Annex
Los Angeles, 5830 90060 58881634

BY R. L. HOVIOUS

B&S 95a (R.1.77) BF:Cga

Address of Building 2016 E. BAY STREET LOS ANGELES

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.

Issued 6-16-83 Permit No. and Year ANNUAL INSPECTION 1983

USE OF LAND FOR JUNK YARD
"STORAGE YARD ONLY"
MAIN YARD LOCATED AT 1005 MATEO STREET
Inspected per Section 12.26F
TWENTY-FOUR REQUIRED PARKING SPACES PROVIDED
XXX M3 ZONE.

XXXXOPERATOR: Consolidated Fibres, Inc.
Owner's Address 2016 E. Bay Street
Los Angeles, Ca. 90021

5888427288588881635

BY J. CARNEY

B&S 95a (R.1.77)

Address of Building 2016 E. BAY STREET

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified

Issued 2-2-84 Permit No. and Year ANNUAL INSPECTION 1984

USE OF LAND FOR JUNK YARD - STORAGE YARD ONLY
INspected per Section 12.26F
TWENTY-FOUR REQUIRED PAVED PARKING SPACES
M3 ZONE

0 2 5 0 0 1 0 0 4 9 0

Owner XXXXOPERATOR: Consolidated Fibers, Inc.
Owner's Address 2016 E. Bay Street
Los Angeles, Ca. 90021

5888584288588888498

BY J. CARNEY

B&S 95a (R.1 77)

Address of Building 2016 EAST BAY STREET 0 4 5

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

Note: Any change of use or occupancy must be approved by the Department of Building and Safety.

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of a building described below and located at the above address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.

Issued 4-5-85 Permit No. and Year ANNUAL INSPECTION 1985

USE OF LAND FOR JUNK YARD - STORAGE ONLY
Inspected per Section 12.26F
TWENTY-FOUR REQUIRED PAVED PARKING SPACES
M3 ZONE

~~Owner~~OPERATOR: Consolidated Fibers Inc.

Owner's Address 2016 E. Bay Street
Los Angeles, Ca. 90021

5000517200500003421

BY B. BRUCE

B&S 95a (R.1.77)

2016 E Bay St

Permit #: **06020 - 10000 - 04364**
Plan Check #: B06LA12462 Printed: 12/18/06 04:33 PM
Event Code:

Nonbldg-New
Commercial
Plan Check at Counter
Plan Check

City of Los Angeles - Department of Building and Safety
APPLICATION FOR BUILDING PERMIT AND CERTIFICATE OF OCCUPANCY

Last Status: Ready to Issue
Status Date: 12/18/2006

1. TRACT	BLOCK	LOT(s)	ARB	COUNTY MAP REF #	PARCEL ID # (PIN #)	2. ASSESSOR PARCEL #
HISCOCK AND SMITHS FI		78		M R 25-11	123A217 199	5166 - 011 - 021

3. PARCEL INFORMATION
Area Planning Commission - Central
LADBS Branch Office - LA
Council District - 14
Cmpt. Fill Grd. - CFG-1500
Cmpt. Fill Grd. - FG
Certified Neighborhood Council - Downtown Los Angeles
Community Plan Area - Central City North
Census Tract - 2060.50
District Map - 123A217
Energy Zone - 9
Fire District - 2
Near Source Zone Distance - 9.7
Parking Dist. - CCPD
Thomas Brothers Map Grid - 634-H6
Thomas Brothers Map Grid - 634-H7

ZONE(S): M3-1 /

4. DOCUMENTS
ZI - ZI-2129 Eastside State Enterprise Zo
ZI - ZI-2317 Central Industrial Redevelo
ORD - ORD-164855-SA2520
CRA - ZI 2317 CENTRAL INDUSTRIA
CPC - CPC-1986-607-GPC
CPC - CPC-1995-352-CPU
CPC - CPC-1997-423
CPC - CPC-2001-4642-CRA
CDBG - FEZ-Los Angeles
CDBG - LARZ-Central City
CDBG - SEZ-Eastside State Enterprise Z
AFF - AFF-25260

5. CHECKLIST ITEMS
Fabricator Reqd - Shop Welds

6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION

Owner(s): Security First Natl Bk Tr	0 P O Box 54029 Term Annex	LOS ANGELES CA 90054	
Tenant: - Mv Transportation	2016 Bay St	LOS ANGELES, CA 90021	
Applicant: (Relationship: Contractor) Robert Hernandez -	4016 3/4 Puente Ave "A"	BALDWIN PARK, CA 91706	(626) 922-4112

7. EXISTING USE
PROPOSED USE: (23) Miscellaneous Bldg/Structure

8. DESCRIPTION OF WORK
INSTALL NEW 68' X 11'-6" X 6" CONCRETE PAD FOR L.P.G. TANK

9. # Bldgs on Site & Use:

10. APPLICATION PROCESSING INFORMATION
BLDG. PC By: Chad Doi
OK for Cashier: John Francia
Signature:
DAS PC By:
Coord. OK: J. FRANCIA
Date: 12/18/06

For information and/or inspection requests originating within LA County,
Call toll-free (888) LA4BUILD (524-2845)
Outside LA County, call (213) 482-0000 or visit www.ladbs.org

For Cashier's Use Only W/O #: 62004364

LA Department of Building and Safety
LA 01 26 175790 12/18/06 04:37PM

BUILDING PERMIT COMM	$162.
EI COMMERCIAL	$2.
ONE STOP SURCH	$3.
SYSTEMS DEVT FEE	$9.
CITY PLANNING SURCH	$9.
MISCELLANEOUS	$5.
Total Due:	$192.
Check:	$192.

06LA 02500

11. PROJECT VALUATION & FEE INFORMATION Final Fee Period
Permit Valuation: $9,800 PC Valuation:

FINAL TOTAL Nonbldg-New	192.47
Permit Fee Subtotal Nonbldg-New	162.50
Plan Check Subtotal Nonbldg-New	0.00
Fire Hydrant Refuse-To-Pay	
E.Q. Instrumentation	2.06
O.S. Surcharge	3.29
Sys. Surcharge	0.87
Planning Surcharge	9.75
Planning Surcharge Misc Fee	5.00
Permit Issuing Fee	0.00

Sewer Cap ID: Total Bond(s) Due:

12. ATTACHMENTS
Plot Plan

P06020100000043364FN

13. STRUCTURE INVENTORY (Note: Numeric measurement data in the format "number / number" implies "change in numeric value / total resulting numeric value") **06020 - 10000 - 04364**

(P) Floor Area (ZC): 0 Sqft / Sqft
(P) Misc. Occ. Group: 0 Sqft / Sqft
(P) Parking Req'd for Bldg (Auto+Bicycle): 0 Stalls / Sta

14. APPLICATION COMMENTS

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

16. CONTRACTOR, ARCHITECT, & ENGINEER NAME

NAME	ADDRESS		CLASS	LICENSE#	PHONE #
(C) 51-R Electric	4016 3/4 Puente Avenue #A,	Baldwin Park, CA 91706	A	559792	626-922-4112
(E) Taylor, Phillip O	5090 Viewridge Way,	Oceanside, CA 92056		C13115	

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: A Lic. No.: 559792 Contractor: **51-R ELECTRIC**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

( ) I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

( ) I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: ______________________ Policy Number: ______________________

(✓) I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS ($100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at www.aqmd.gov. Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or www.dhs.ca.gov/childlead.

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).
Lender's name (if any): ______________________ Lender's address: ______________________

21. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

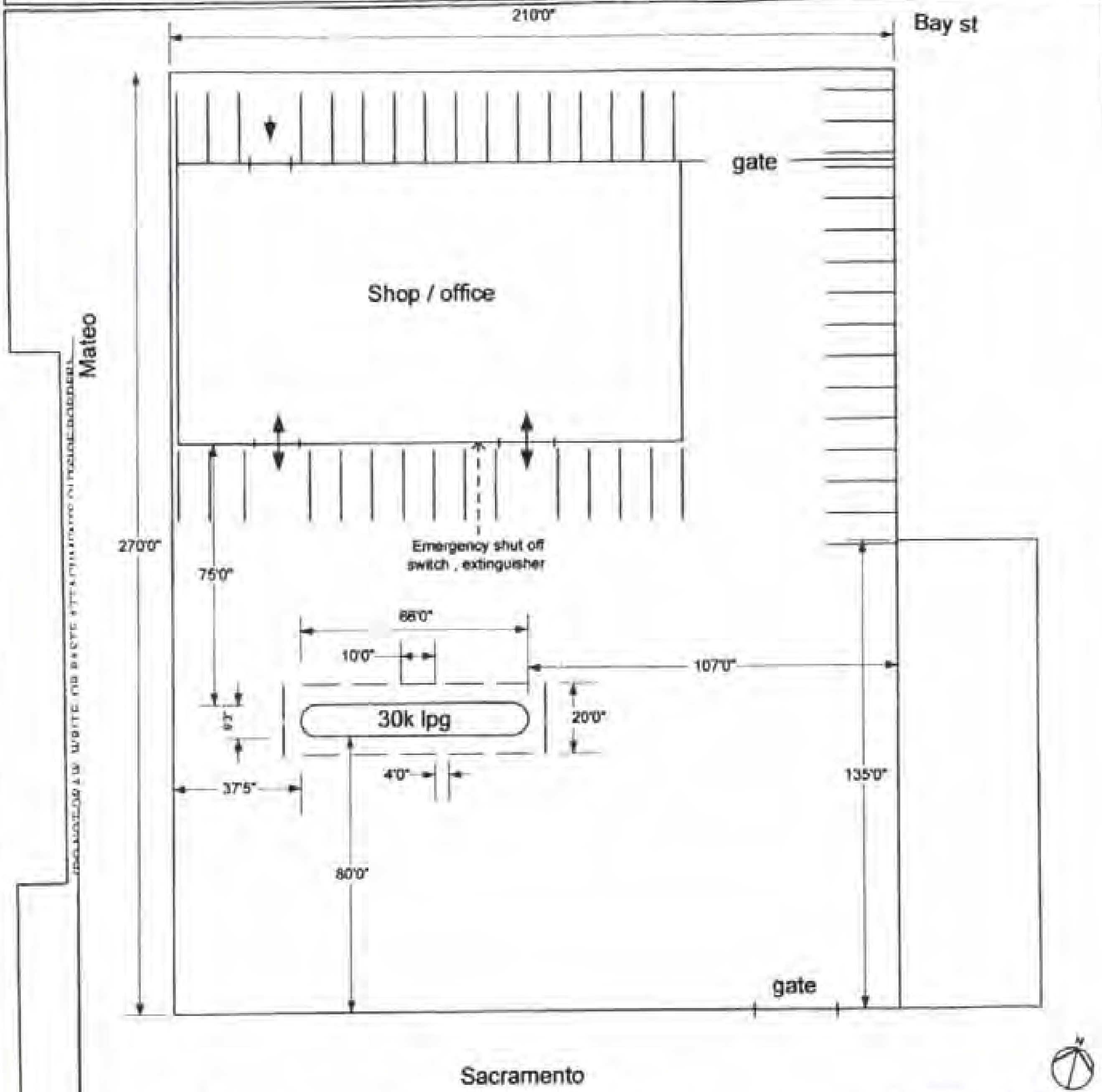
(1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
(2) This permit is being obtained with the consent of the legal owner of the property.

Print Name: Robert Hernandez Sign: [signature] Date: 12/18/06 (✓) Contractor ( ) Authorized Agent

2016 E Bay St

Permit Application #: **06020 - 10000 - 04364**

Nonbldg-New Commercial Plan Check	City of Los Angeles - Department of Building and Safety **PLOT PLAN ATTACHMENT**	Plan Check #: B06LA12462 Initiating Office: METRO Printed on: 11/20/06 16:27:00



Note distances to all openings & any source of ignition is 25' and over from propane tank. No smoking & flammable placards to be placed on propane tank according to U.F.C. A 40 B.C. fire extinguisher to mounted at tank site. Tank will be anchored to concrete slab. Emergency shut off will be provided for pump motor not over 75' from tank and not less than 25' from tank. An emergency shut off cable will be provided for the liquid shut off.

Concrete barriers will be used for protection of L.P.G. tank barriers will be anchored to asphalt. per manufacturer specs.

Mv transportation
2016 bay st
Los Angeles , CA

All personnel performing filling of dash city busses will be trained on proper filling of equipment and will be documented by avco gas.

Center Line of concrete will Be 5' From Shell of Tank.

COUNCIL DISTRICT: 14 INSPECTION DISTRICT: BIGIM1

PLOT PLAN ATTACHMEN

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

ADDRESS OF BUILDING: **2016 E BAY ST**

NOTE: Any change of use of occupancy must be approved by the Department of Building and Safety.

[X] This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.*
(Non-Residential Uses)

[ ] This certifies that, so far as ascertained by or make known to the undersigned, the building or portion of building described below and located at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1,3,4, and 5; and with applicable requirements of State Housing Law-for following occupancies:*
(Residential uses)

Permit No. and Year: 99020-10000-03331

USE OF LAND FOR JUNK YARD.

Total Parking Required: [X] No Change in Parking Requirement.

Total Parking Provided: = Standard: + Compact: + Disabled:

* **ALSO SUBJECT TO ANY AFFIDAVITS OR BUILDING AND ZONING CODE MODIFICATIONS WHETHER LISTED ABOVE OR NOT.**

Issued By/Office:	Bureau:	Division:
(LA)-VN-WLA-SP-C.D. #: 14	CEB	GI-MS-MSS-EQ-BMI-(VEIP):

OWNER: SECURITY FIRST NATIONAL BANK TRUST
OWNER'S P O BOX 54029 TERMINAL ANNEX
ADDRESS: LOS ANGELES CA 90054

Issued: OCTOBER 25, 2000

BY: B.KING/rz
08-B-95C (R.11/89)

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

CERTIFICATE OF OCCUPANCY

OWNER SECURITY FIRST NATL BK TR

0 P O BOX 54029 TERM ANNEX
LOS ANGELES CA 90054

No building or structure or portion thereof and no trailer park or portion thereof shall be used or occupied until a Certificate of Occupancy has been issued thereof. Section

CERTIFICATE: Issued-Valid	DATE:
BY: RICKEY JACKSON	02/09/2012

SITE IDENTIFICATION
ADDRESS: **2016 E BAY ST 90021**

LEGAL DESCRIPTION

TRACT	BLOCK	LOT(S)	ARB	CO. MAP REF. #	PARCEL PIN	APN
HISCOCK AND SMITHS FIRST ADDITION		78		M R 25-11	123A217 199	5166-011-021

This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the above address(es) complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use and occupancy group in which it is classified and is subject to any affidavits or building and zoning code modifications whether listed or

COMMENT INSTALL NEW 68" X 11'-6" X 6" CONCRETE PAD FOR L.P.G. TANK.

USE

PRIMARY	OTHER
Miscellaneous Bldg/Structure	(-) None

PERMITS
06020-10000-04364

STRUCTURAL INVENTORY

ITEM DESCRIPTION	CHANGED	TOTAL
Floor Area (ZC)	0 Sqft	
Misc. Occ. Group	0 Sqft	
Parking Req'd for Bldg (Auto+Bicycle)	0 Stalls	

CITY LA DBS
DEPARTMENT OF BUILDING AND SAFETY

APPROVAL

CERTIFICATE NUMBER	42664
BRANCH OFFICE	LA
COUNCIL DISTRICT	14
BUREAU	INSPECTN
DIVISION	BLDGINSP
STATUS	CofO Issued
STATUS BY	RICKEY JACKSON
STATUS DATE	02/09/2012
APPROVED BY	RICKEY JACKSON
EXPIRATION DATE	

Certificate No: **4260

PERMIT DETAIL

PERMIT NUMBER	PERMIT ADDRESS	PERMIT DESCRIPTION	STATUS - DATE - BY
06020-10000-04364	2016 E Bay St	INSTALL NEW 60' X 11'-6" X 6" CONCRETE PAD FOR L.P.G. TANK.	CofO Issued - 02/09/2012 RICKEY JACKSON

PARCEL INFORMATION

Area Planning Commission: Central
Cnspt. Fill Grd.: CFG-1500
Council District: 14
Fire District: 2
Parking Dist.: CCPD
Zone: M3-1

Census Tract: 2060.50
Cnspt. Fill Grd.: FG
District Map: 123A217
LADBS Branch Office: LA
Thomas Brothers Map Grid: 634-H6

Certified Neighborhood Council: Downtown Los Angeles
Community Plan Area: Central City North
Energy Zone: 9
Near Source Zone Distance: 9.7
Thomas Brothers Map Grid: 634-H7

PARCEL DOCUMENT

Affidavit (AFF) AFF-25260
City Planning Cases (CPC) CPC-1997-423
Community Development Block Grant (CDBG) LARZ-Central City
Ordinance (ORD) ORD-164855-SA2920

City Planning Cases (CPC) CPC-1986-607-GPC
City Planning Cases (CPC) CPC-2001-4642-CRA
Community Development Block Grant (CDBG) SEZ-Eastside State Enterprise Zone
Zoning Information File (ZI) ZI-2129 Eastside State Enterprise Zone

City Planning Cases (CPC) CPC-1995-352-CPU
Community Development Block Grant (CDBG) FEZ-Los Angeles
Community Redevelopment Area (CRA) ZI 2117 CENTRAL INDUSTRIAL REDEV PRJCT
Zoning Information File (ZI) ZI-2317 Central Industrial Redevelopment Project

CHECKLIST ITEMS

Attachment - Plot Plan
Fabricator Reqd - Shop Welds

PROPERTY OWNER, TENANT, APPLICANT INFORMATION

OWNER(S) Security First Natl Bk Tr	0 P O Box 54029 Term Annex	LOS ANGELES CA 90054	
TENANT - Mv Transportation	2016 Bay St	LOS ANGELES, CA 90021	
APPLICANT Relationship: Contractor Robert Hernandez-	4016 3/4 Puente Ave. "A"	BALDWIN PARK, CA 91706	(626) 922-4112

BUILDING RELOCATED FROM:

(C)ONTRACTOR, (A)RCHITECT & (E)NGINEER INFORMATION

NAME	ADDRESS		CLASS	LICENSE #	PHONE #
(C) 51-R Electric	4016 3/4 Puente Avenue #A,	Baldwin Park, CA 91706	A	559792	(626) 922-4112
(E) Taylor, Phillip O	5090 Viewridge Way,	Oceanside, CA 92056	NA	C13115	

SITE IDENTIFICATION-ALL

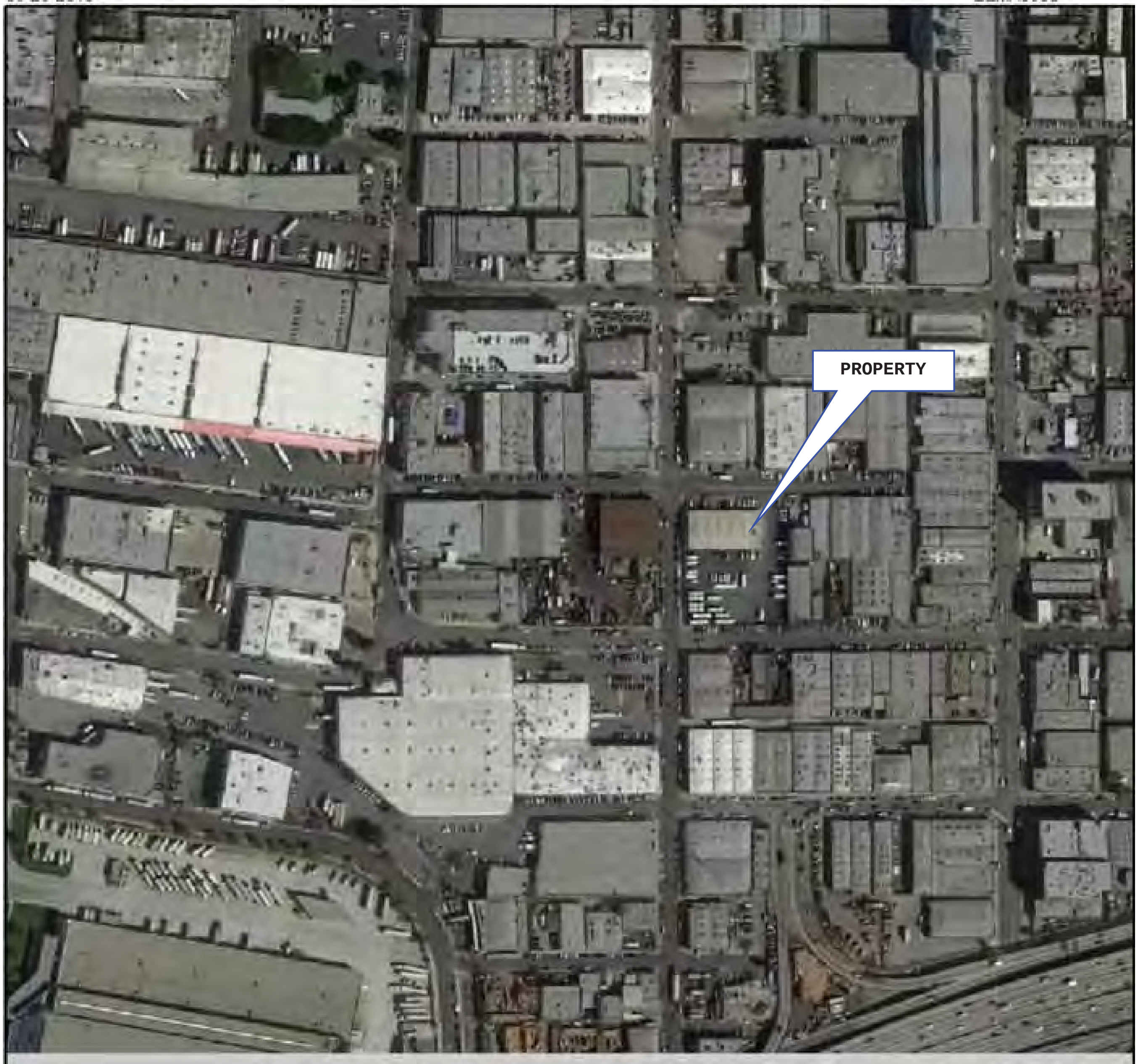
ADDRESS: **2016 E BAY ST 90021**

LEGAL DESCRIPTION-ALL

TRACT	BLOCK	LOT(s)	ARB	CO MAP REF #	PARCEL PIN	APN
HISCOCK AND SMITHS FIRST ADDITION		78		M R 25-11	123A217 199	5166-011-021

APPENDIX D

AERIAL PHOTOGRAPHS



Scale: 1 inch to 500 feet

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: Google Earth
Quadrangle:
Date: Recent
Film Type: Color

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

Scale: 1 inch to 400 feet

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

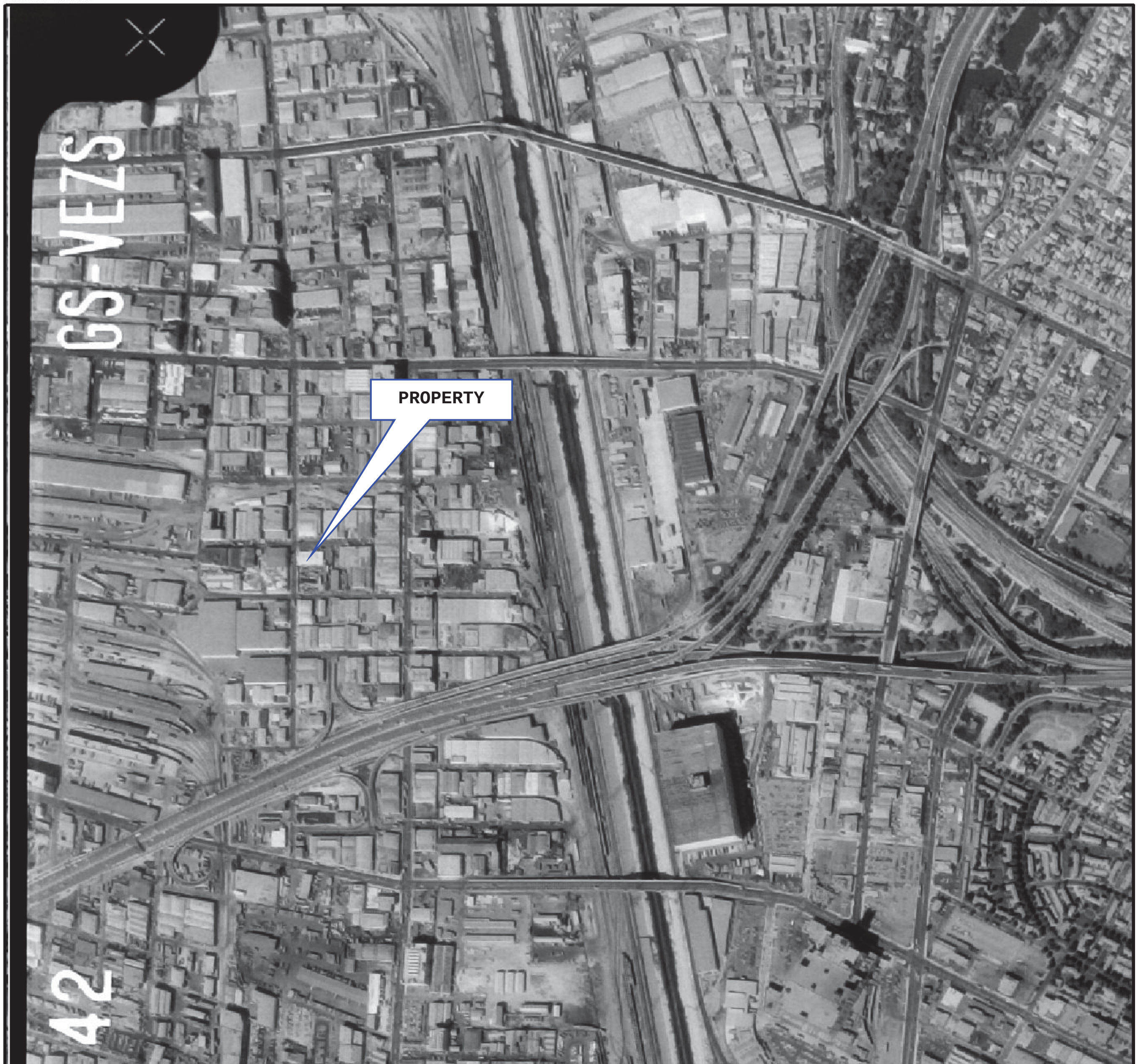
UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: NAPP 6858 65
Quadrangle: LOS ANGELES SW
Date: 1994 05 31
Film Type: "BLACK AND WHITE FILM"

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL



Scale: 1 inch to 800 feet

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: AR1VEZS00020042
Quadrangle:
Date: 10/20/1980
Film Type: Black & White

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

Scale: 1 inch to 800 feet

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

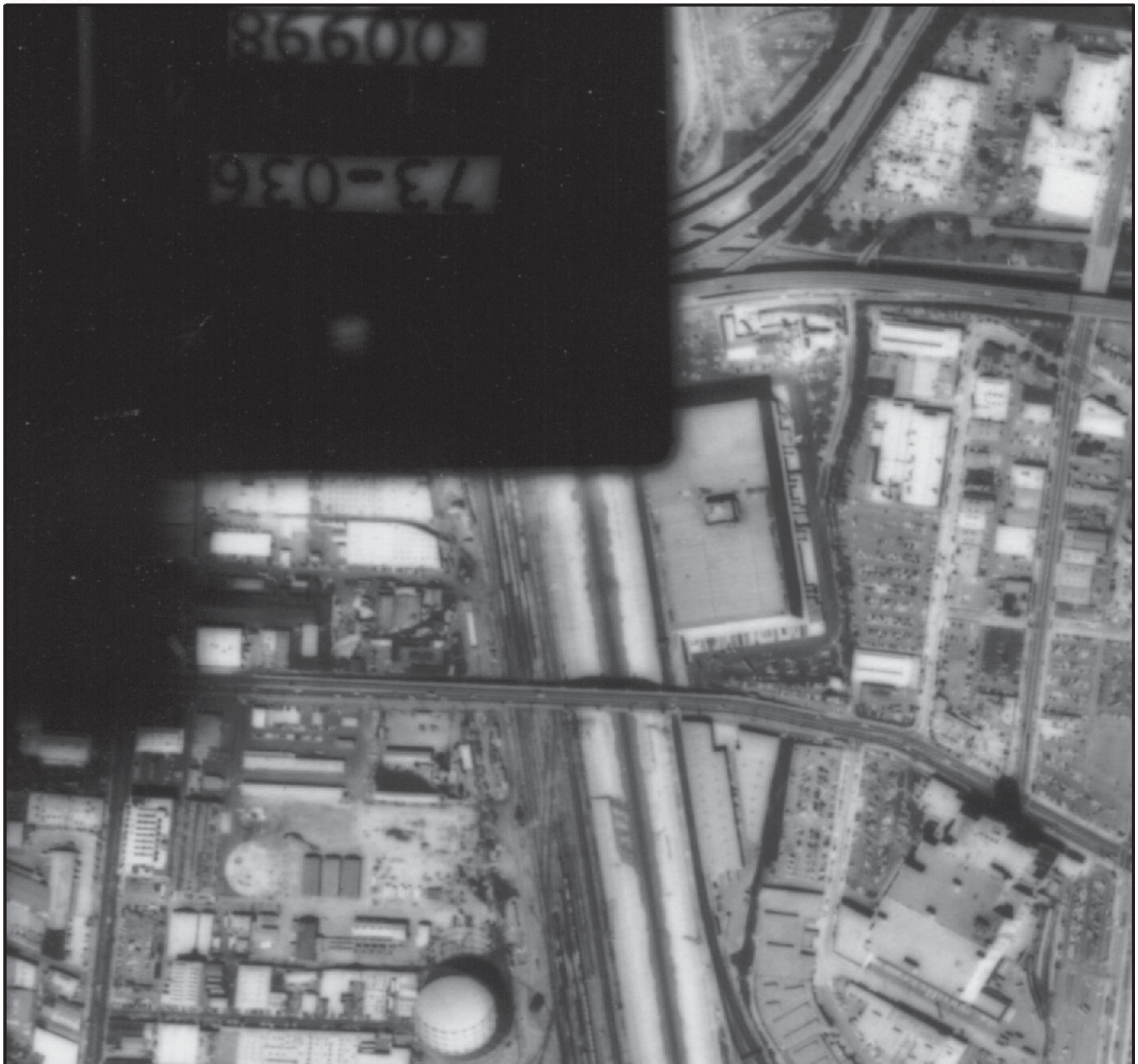
UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: VEUY00010046
Quadrangle:
Date: 10/31/1979
Film Type: Black & White

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL



Scale: 1 inch to 500 feet

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

Project: 998 124
Quadrangle:
Date: 03/17/1973
Film Type: Black & White

Source: U.S. Dept of Interior, Geological Survey

AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

Scale: 1 inch to 500 feet

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

County: LOS ANGELES

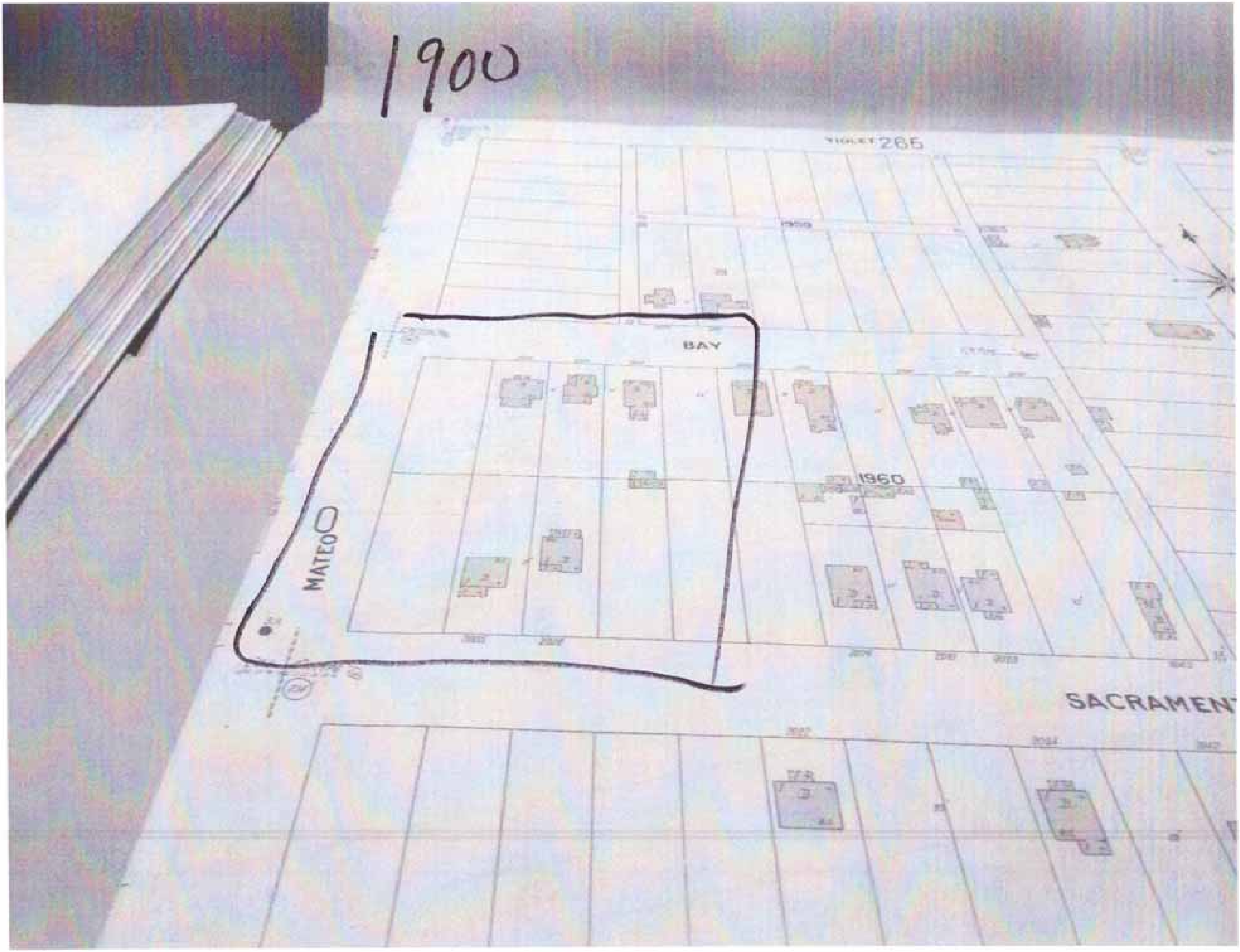
Project: M684290V7-129
Quadrangle:
Date: 09/13/1968
Film Type: Black & White

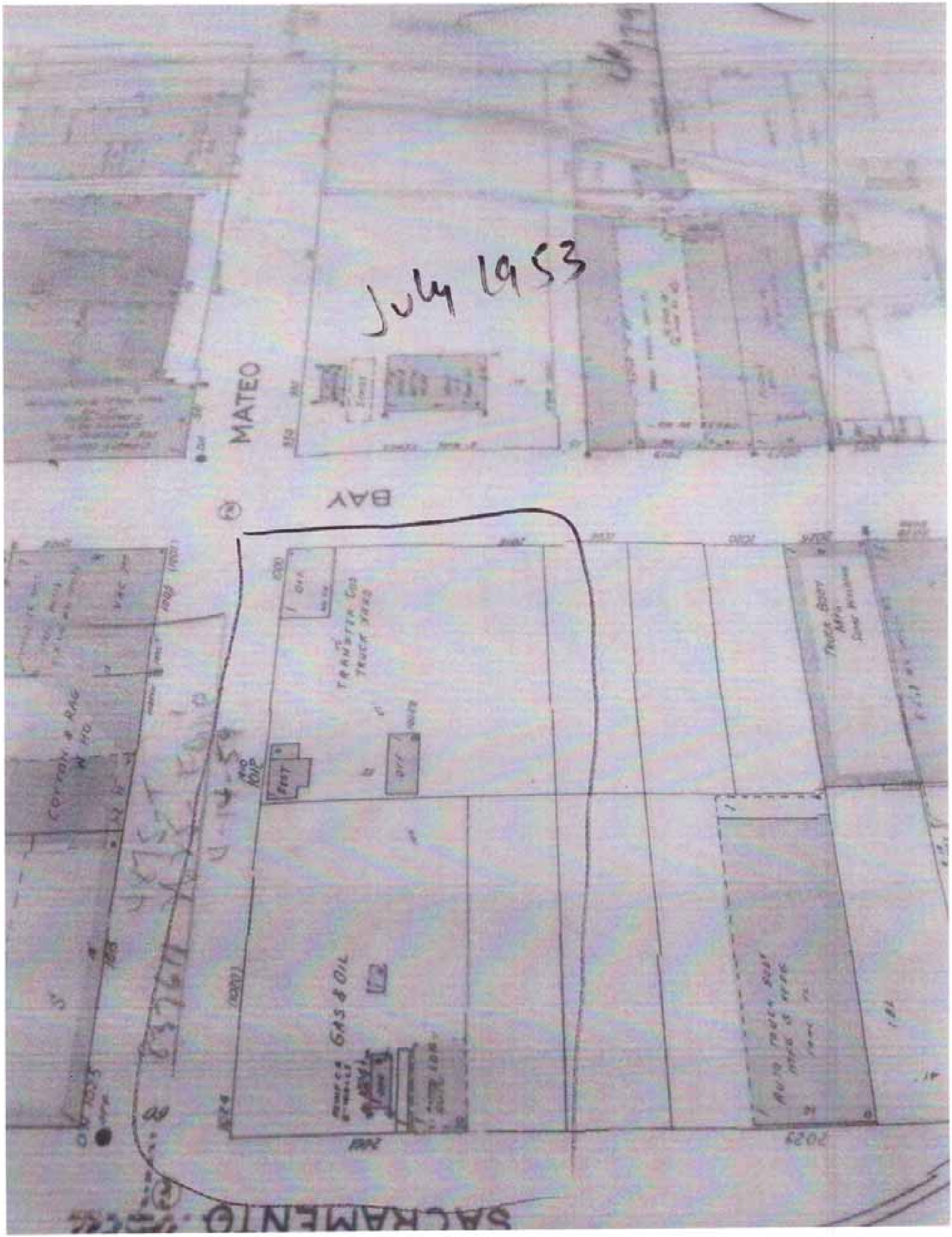
Source: U.S. Dept of Interior, Geological Survey

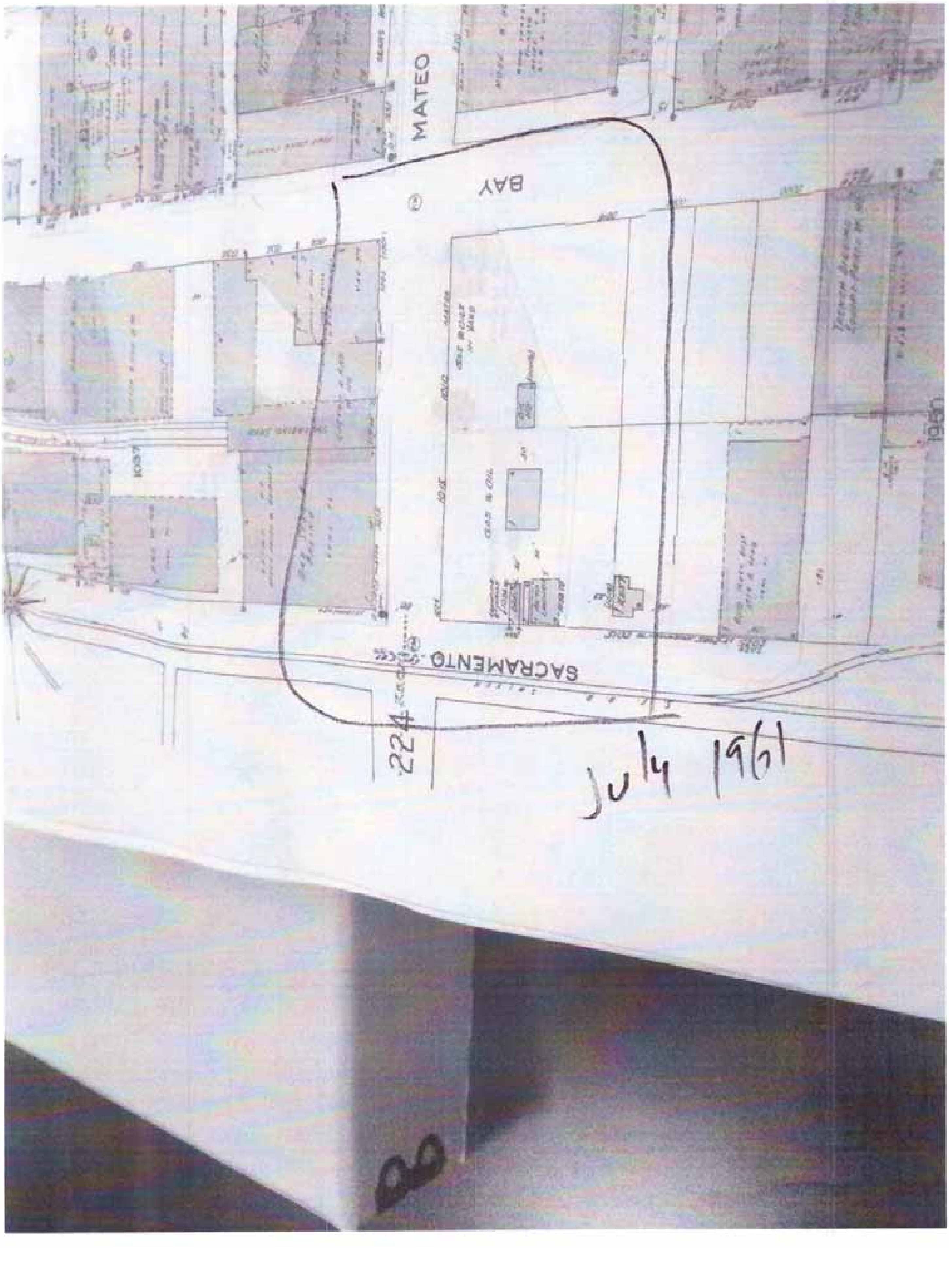
AERIAL PHOTOGRAPH OF THE VICINITY OF THE SUBJECT SITE LOCATED AT
2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL

APPENDIX E

SANBORN FIRE INSURANCE MAPS


1900
265
BAY
1960
MATEO
SACRAMENT


July 1953
MATEO
BAY
COTTON & RAG
TRANSFER CO TRUCK YARD
GAS & OIL
SACRAMENTO


MATEO
BAY
1037
SACRAMENTO
224
July 1961

APPENDIX F

CITY DIRECTORIES

HISTORICAL TENANT REPORT

INTRODUCTION

The purpose of this Historical Tenant Report is to identify the tenants (be it the owner or lessee) of 2001-2005 SACRAMENTO ST;1024 MATEO ST;2016 BAY ST, LOS ANGEL over the last 50 years.

Sources for the research includes various city directories, street address directories and criss-cross directories published from 1920 forward. The actual site address as well as neighboring addresses on the same block are also investigated for informational purposes, and to cover a potential address change of the subject site.

BBL has used its best effort but makes no claims as to the completeness of the referenced sources or completeness of the search. For additional information call (619) 793-0641.

DIRECTORY INFORMATION

The three general types of directories researched for the Historical Tenant Report are the 1) city directory, 2) street address directory, and 3) criss-cross directory. All three either are devoted to or have sections that list the Tenant and telephone number of given street addresses by their street name and address. These telephone directories, not as readily available to the public as white pages or yellow pages, are excellent for uncovering names, business names and the nature of businesses as listed by street address.

In addition to the actual site address the following neighboring addresses have been researched for commercial listings as well:

1005 MATEO ST
1024 MATEO ST
1038 MATEO ST
1100 MATEO ST
1901 SACRAMENTO ST
2014 SACRAMENTO ST
2016 BAY ST
2020 SACRAMENTO ST
2022 SACRAMENTO ST
2030 SACRAMENTO ST
2036 SACRAMENTO ST
2038 SACRAMENTO ST
2039 SACRAMENTO ST
930 MATEO ST
931 MATEO ST

The actual site address, as it is known presently, is marked by blue text in the findings of the search as reported on the following pages.

2015

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2036 SACRAMENTO ST	PLAYETHICS
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2014

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2036 SACRAMENTO ST	PLAYETHICS
2038 SACRAMENTO ST	STONE NARA
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2012

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
	LITTLE SUN INC
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	BX3USA INC
	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2010

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2036 SACRAMENTO ST	GIFTWAY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	BX3USA INC
	CASITA INTERNATIONAL
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2008

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES

2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2030 SACRAMENTO ST	ISY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	M O SEWING INC
930 MATEO ST	CASITA INTERNACIONAL
	KPP ZIPPER INC
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2006

1024 MATEO ST	No Commercial Listings
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2030 SACRAMENTO ST	ISY INC
	TEX VISION
2036 SACRAMENTO ST	GIFTWAY
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
930 MATEO ST	CASITA INTERNACIONAL
	KPP ZIPPER
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2004

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2036 SACRAMENTO ST	GIFTWAY
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	TEX VISION
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2000

1024 MATEO ST	No Commercial Listings
1038 MATEO ST	C W PRODUCE
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2030 SACRAMENTO ST	ASALING IMPORT & EXPORT INC
2036 SACRAMENTO ST	U & I KNIT
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	MODA PRODUCTION
930 MATEO ST	GOLDEN PLATING CORP
931 MATEO ST	KIDSSMILE IMPORT
Source:	Combo1

1998

1024 MATEO ST	No Commercial Listings
1038 MATEO ST	C W PRODUCE
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2014 SACRAMENTO ST	FLORES PRODUCE

2022 SACRAMENTO ST	FULL CIRCLE SPORTSWEAR
2036 SACRAMENTO ST	BEVERLY EMBROIDERY INC
930 MATEO ST	GOLDEN PLATING CORP
931 MATEO ST	KIDSSMILE IMPORT
Source:	Combo1

1994

1005 MATEO ST	SUMMIT PULP AND PAPER INC
1024 MATEO ST	No Commercial Listings
1100 MATEO ST	T A GREENE CO INC
1901 SACRAMENTO ST	GELTMAN
	REZEX CORP
2001 SACRAMENTO ST	No Commercial Listings
2014 SACRAMENTO ST	FLORES PRODUCE
2036 SACRAMENTO ST	MEDIA LITHOGRAPHICS INC
930 MATEO ST	GOLDEN PLATING CORP
Source:	Combo1

1990

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings

1985

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	CONSOLIDTAED FIBRES-SETTSU INC

1980

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	CONSOLIDTAED FIBRES-SETTSU INC

1976

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	No Listings

1971

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

1961

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

1956

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

Appendix E-2:

Phase II ESA

CEC
Certified Environmental Consultants, Inc.

PHASE II ENVIRONMENTAL SITE ASSESSMENT REPORT FOR COMMERCIAL PROPERTY LOCATED AT 1024 MATEO STREET, 2016 BAY STREET, AND 2001, 2005 AND 2025 SACRAMENTO STREET, WITHIN THE CITY OF LOS ANGELES, CALIFORNIA

For submittal to

Property-Ownership Representatives
515 South Flower Street, 28th Floor
Los Angeles, California 90071
CA9-512-28-14

Prepared by

Certified Environmental Consultants, Inc.

David R. Johannes, RG, REA, CES
President

DAVID R. JOHANNES
Environmental Assessment Association
#12677
Certified Environmental Specialist

REGISTERED GEOLOGIST
DAVID R. JOHANNES
No. 5855
STATE OF CALIFORNIA

CEC Project Number 15-1775
August 13, 2015

1206 Harris Avenue, Camarillo, CA 93010 (805) 388-8970 cecdj@aol.com

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1.0 INTRODUCTION

Certified Environmental Consultants, Inc. (CEC) recently completed additional-due-diligence activities, which included completion of subsurface investigation through the use of geophysical surveying techniques, and the collection and analysis of soil-vapor samples and physical soil samples, from selected site locations, based on historical site records (see following section), current site features, and the results of the geophysical-surveying activities.

The subject site's location is shown on Figure 1 - Site Location Map. The site location is further delineated on Figure 2 - Assessor's Parcel Map. This report describes the sampling procedures that were followed and underlying rationale, and provides a summary of the investigation's findings.

1.1 Purpose

The purpose of the recent sampling program was to investigate if adverse environmental conditions are present at the site, as related to potential environmental concerns that had been identified for the land by others, as described in a previously prepared Phase I Environmental Site Assessment (Phase I) report for the subject site. The previous report had been prepared by Environmental Managers & Auditors, Inc. (EMA), out of Calabasas, California, and was dated June 30, 2015.

Specifically, the earlier EMA report identified past use of portions of the site for service-station (automotive) activities, and prior use of the northern part of the site as a "junk yard", and the current-day presence of a wash-down drain and associated clarifier, as representing potential environmental conditions of concern. Copies of the text portion of the previous Phase I report, as well as pertinent historical site-usage documents that were appended to the Phase I report, have been provided as Appendix A for reference.

1.2 Involved Parties

This Phase II report was prepared on behalf of current property-ownership representatives, in general accordance with the terms and conditions outlined in a proposal dated July 1, 2015, and subsequent electronic communications.

2.0 SITE DESCRIPTION

The site consists of multiple, contiguous, rectangle-shaped commercial parcels, which collectively occupy an area situated between Bay and Sacramento Streets to the north and south, respectively, with Mateo Street along the western boundary, and additional commercial properties and Santa Fe Street to the east, as reflected on Figure 2.

The northern portion of the property currently is occupied by a bus-maintenance/offices building, and the southeastern portion of the site is occupied by a three-sided storage shed. Additional current-day features at the site include a wash-down drain and clarifier at a washing station that is located adjacent to the storage shed, and a large, above-ground storage tank (AST) that is used for storage of liquefied propane, and fixtures that were deemed to be indicative of the presence of municipal services (potable water and sanitary sewer) and private-utility (natural gas and electricity) connections.

The remainder of the site is open space that is covered with asphalt and concrete pavement. This open area of the site is used a bus storage/staging area. Asphalt and/or concrete flooring was present inside the warehouse/office building, and inside the storage shed.

Multiple gates along the adjacent streets provide access to the site. However, a monitored driveway off Bay Street provides the primary access point for the site's on-site parking/storage areas.

The site buildings currently are occupied by personnel affiliated with a municipal-bus maintenance and services business. Additional site information is included in Appendix A. The general layout of the site can be seen on previously referenced Figure 2, as well as on Figure 3 - Recent Sample Locations.

3.0 RECENT SAMPLING AND ANALYTICAL ACTIVITIES

The herein-described sampling program was completed in order to screen the site's subsurface environment for the presence of adverse petroleum and/or chemical impacts, and assess the nature of any detected environment impacts, at specific locations that were related to previously identified historical site activities/features, geophysical surveying activities, as well as current physical fixtures.

3.1 Geophysical Surveying

In an effort to screen the site for the presence of in-place underground storage tanks (USTs) or other features of potential concern, the services of Geovision Geophysical Services (GGS), out of Corona, California, were utilized. Geophysical surveying activities were completed at the site on July 24 and July 29, 2015. Specifically, GGS inspected the subsurface environment at accessible areas of the site using magnetometer, high-frequency metal detection, conductivity and/or ground-penetrating radar equipment.

Site personnel assisted in moving buses and other vehicles and generally provided access to open areas of the site. The presence of the buildings, the AST, and a few broken-down vehicles, limited access to some areas. However, GGS personnel generally were able to screen portions of the site that were previously identified as having been used for historical service-station operations. The various GGS personnel were not given any of the known site-history information, in order to ensure objective interpretation of the result data.

A copy of GGS's recent report is included in Appendix B. With the exception of a linear feature that was identified by GGS's conductivity instruments (see Figure 4 in GGS report), subsurface anomalies generally coincided with past service-station operations, such as previous pump islands, storage buildings, hydraulic hoists, and a "grease pit", as reflected in historical records provided in Appendix A.

No subsurface features that were consistent with the presence of USTs were identified in the screened areas. This finding, in conjunction with a prior grading-permit reference that pertained to "storage tank backfill", would be consistent with the prior removal of the site's former USTs.

3.2 Soil Sampling

As discussed below, soil-vapor sampling activities were completed to screen for petroleum and/or other chemical impacts at suspect areas of the property. As part of the vapor-probe installtion at two locations

(SV-6 and SV-7), which were located on a portion of the site that was reported to have at one time been used as junk yard, representative soil samples were collected from depths of roughly 1 foot below grade. These recent sample locations are depicted on Figure 3.

The samples were collected in driven, stainless-steel tubes, which were sealed and capped, and placed in an iced cooler, pending delivery to the laboratory. The samples subsequently were delivered to American Scientific Laboratories, LLC (ASL), located in Los Angeles, California, under chain of custody. Following a compositing of the two samples, the soils were analyzed by for Title 22 Metals, using EPA Method 6010B/7471A.

The analytical report indicated the presence of arsenic at a concentration of 1.68 parts per million (ppm). This concentration was slightly greater than a published Environmental Screening Level (ESL) for this compound in shallow soils at commercial properties. The remaining Title 22 metals were reported at concentrations that were well below the respective ESL values, or were not detected.

These recent soil-sample data are summarized in Table 1 - Soil-Sampling Title 22 Analytical Results. Additionally, copies of ASL's analytical report and sample-custody form are included in Appendix C.

3.3 Soil-Vapor Sampling

CEC's recent subsurface-screening activities culminated with the collection and analysis of soil-vapor samples. For these services, a specialty contractor was utilized for providing access holes in the flooring/pavement surfaces, and subsequent collection of representative soil-vapor samples from beneath the floor slab/pavement. Soil-vapor samples were collected at eight locations that were deemed most likely to exhibit chemical and/or petroleum impacts, if present, based on previously discussed rationale (see Figure 3).

These additional services were provided by Optimal Technology (OT), operating out of Thousand Oaks, California. Upon collection, OT's personnel transferred the various soil-vapor samples directly into an on-site analytical instrument that was housed in a mobile laboratory. The soil-vapor samples were analyzed for the presence of volatile organic compounds (VOCs) by EPA Method 8021B. Following sample collection, the temporary vapor probes were removed and the boreholes were back-filled with inert material, and the floor/pavement surfaces were patched to match existing grade.

The soil-vapor analytical report indicated the presence of tetrachloroethene, also known as perchloroethene, or PCE, in each of the collected soil-vapor samples. The reported PCE values in soil vapors ranged from 3.69 to 22.42 parts per billion by volume (ppbv). Each of these values exceeds the recommended screening level for PCE in commercial-site soil vapors of 0.603 ppbv (California Human Health Screening Levels).

The soil-vapor screening did not identify the presence of any of the most common VOCs that are associated with gasoline and other petroleum products (benzene, ethylbenzene, toluene, and total xylenes). This finding is deemed to be consistent with a lack of fuel-related environmental impacts at the site.

The recent soil-vapor data are summarized in Table 2 - Soil-Vapor Sampling Analytical Results. Additionally, copies of OT's analytical report are included in Appendix D.

4.0 DISCUSSION OF ADDITIONAL-INVESTIGATION FINDINGS

No subsurface features that would be consistent with the presence of USTs were identified in the screened areas. This finding, in conjunction with a prior grading-permit reference for "storage tank backfill", is deemed to be consistent with the prior removal of the site's former USTs.

The described soil-sample analytical report indicated the presence of arsenic at a concentration of 1.68 ppm. This concentration was slightly greater than the published ESL for this compound in shallow soils at commercial properties. The remaining Title 22 metals were reported at concentrations that were well below the respective ESL values, or were not detected.

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The soil-vapor screening did not identify the presence of any of the most common VOCs that are associated with gasoline and other petroleum products (benzene, ethylbenzene, toluene, and total xylenes). This finding is deemed to be consistent with a lack of present-day, fuel-related environmental impacts at the site.

5.0 LIMITATIONS

No site assessment activities, no matter how extensive or expensive, can guarantee the absence of hazardous or otherwise regulated materials at a particular site. Despite the use of reasonable care, CEC and other well-qualified and competent environmental professionals may fail to detect the presence of hazardous/regulated substances at a property. In addition, CEC and other environmental professionals may under or over estimate the amount and/or extent of hazardous or regulated substances present. Further, no comment can be made regarding future site conditions or the performance of construction materials.

CEC assumes no responsibility for conditions that were not readily apparent at the time of its work, or for the accuracy or completeness of information provided or compiled by others. The professional services provided for this report and the related investigation are intended to meet the degree of skill and care ordinarily exercised by other environmental professionals in the region practicing under similar conditions and circumstances. No other warranty or guarantee, express or implied, is made.

This report has been prepared on behalf of ownership interests, as authorized and requested by current property-ownership representatives, to be used solely by these authorized personnel in evaluating the potential impact of hazardous/regulated materials at the site. This report is not intended for use by other parties, and may not contain sufficient detail for use by others. Any use of or reliance upon the information by another party shall be at the sole risk of such third party, and without legal recourse against CEC, its employees, or officers, regardless of whether such action is based upon contract, tort or statute.

This report is not a legal opinion. CEC's comments are based on its understanding of current regulations and experience with similar projects. A qualified environmental attorney should be consulted for a legal opinion on any related matters, including site ownership/management requirements and options.

The site was not sampled for nor inspected for radon, mold, or other indoor-air-quality concerns. Sampling and/or inspecting the site for radon, mold or other indoor-air-quality issues, such as vapor intrusion, would require use of specialty sampling equipment and outside laboratory analyses. If desired, such additional services would necessitate an increase in CEC's scope of work.

6.0 REGULATORY REFERENCES

California Human Health Screening Levels, Environmental Screening Levels; Screening for Environmental Concerns at Sites with Contaminated Soil and Ground Water, California Regional Water Quality Control Board, San Francisco Region, Interim Final, 2008.

Tables

Table 1
Soil-Sampling Title 22 Analytical Results
1024 Mateo Street, 2016 Bay Street, 2001, 2005 and 2025 Sacramento Street
Los Angeles, California

Title 22 Metal	Sample Identification/Location (1) SV-6/SV-7 (compsite)	Environmental Screening Level - Comm. Property (2)
Antimony	ND	40
Arsenic	**1.68**	1.6
Barrium	112	1500
Beryllium	ND	8 8
Cadmium	1.08	7.4
Chromium	37.4	7500
Cobalt	8.22	80
Copper	23.8	230
Lead	60.8	750
Mercury	0.0763	10
Molybdenum	1.93	40
Nickel	29.4	150
Selenium	ND	10
Silver	ND	40
Thallium	ND	16
Vanadium	33.4	200
Zinc	116	600

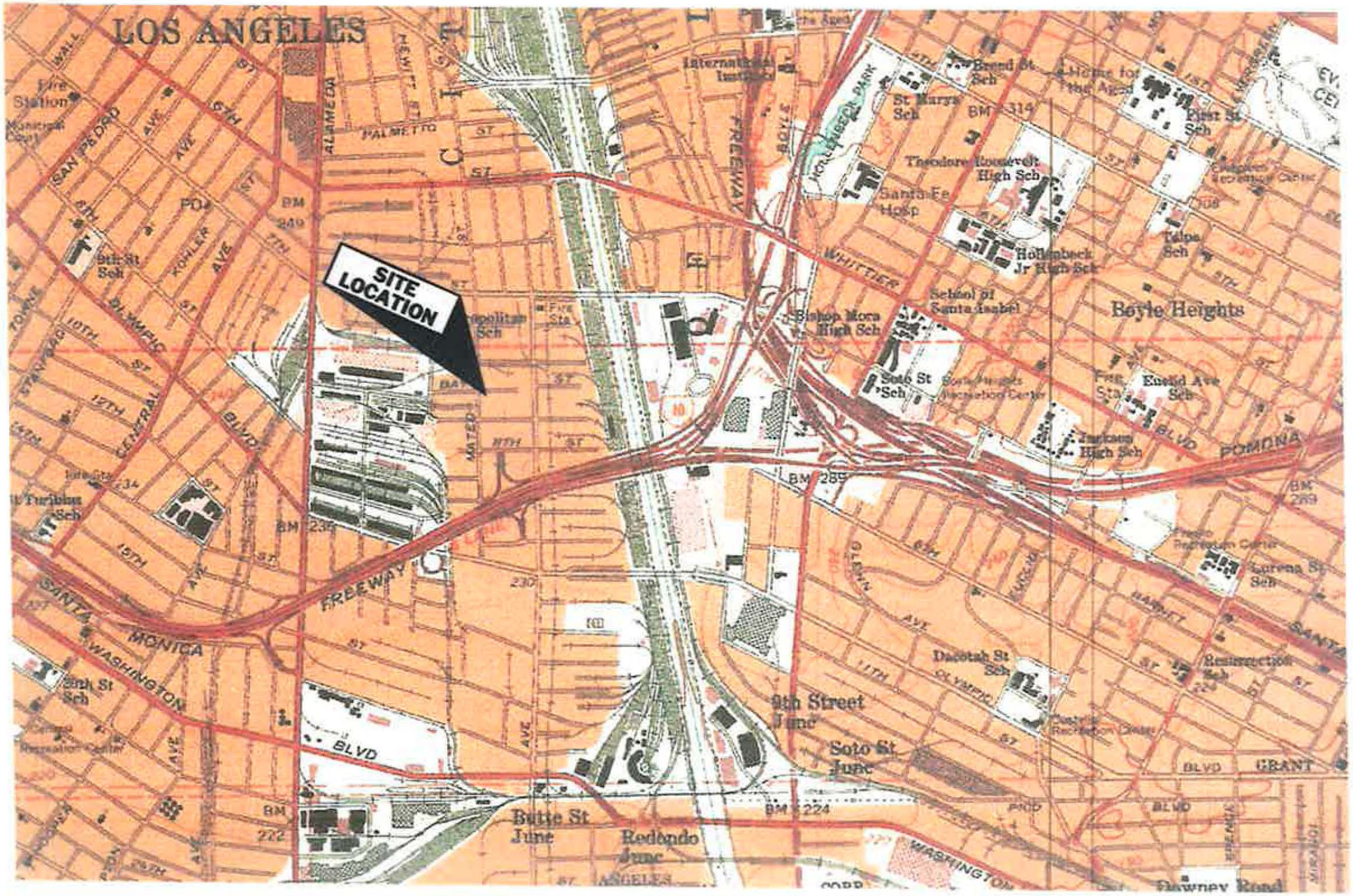
Notes:
(1) Former junk yard portion of site, see provided figures for physical depiction of sample locations
(2) Environmental Screening Levels (ESLs) for Shallow Soils at Commercial Properties, Regional Water Quality Control Board, San Francisco Region, Interim Draft, 2008
Bold type face = Exceeds recommended screening level

Table 2
Soil-Vapor Sampling Analytical Results
1024 Mateo Street, 2016 Bay Street, 2001, 2005 and 2025 Sacramento Street
Los Angeles, California

Sample I.D.	Sample Location (1)	Benzene (2)	Toluene (2)	Ethyl-benzene (2)	Xylenes (2)	PCE (3)	Other VOCs (4)
SV-1	Adjacent to current clarifier/wash drain	ND	ND	ND	ND	**3.69**	ND
SV-2	At former grease-pit location	ND	ND	ND	ND	**14.54**	ND
SV-3	At former UST location	ND	ND	ND	ND	**22.42**	ND
SV-4	At former hydraulic hoists location	ND	ND	ND	ND	**21.32**	ND
SV-5	At former pump-islands location	ND	ND	ND	ND	**21.81**	ND
SV-6	At former UST location	ND	ND	ND	ND	**13.78**	ND
SV-7	Adjacent to current waste-stoarge area	ND	ND	ND	ND	**11.76**	ND
SV-8	S. of main bld., at conduc. anomoly loc.	ND	ND	ND	ND	**11.72**	ND

Notes:
(1) See provided figures for physical depiction of sample locations
(2) Common volatile gasoline constituents by EPA Method 8021B
(3) Tetrachloroethene/Perchloroethene by EPA Method 8021B
(4) Other volatile organic compounds measured by Method 8021B, see report for listing of method analytes
ND = Not detected above method detection limits
Bold type face = Exceeds recommended screening level

Figures

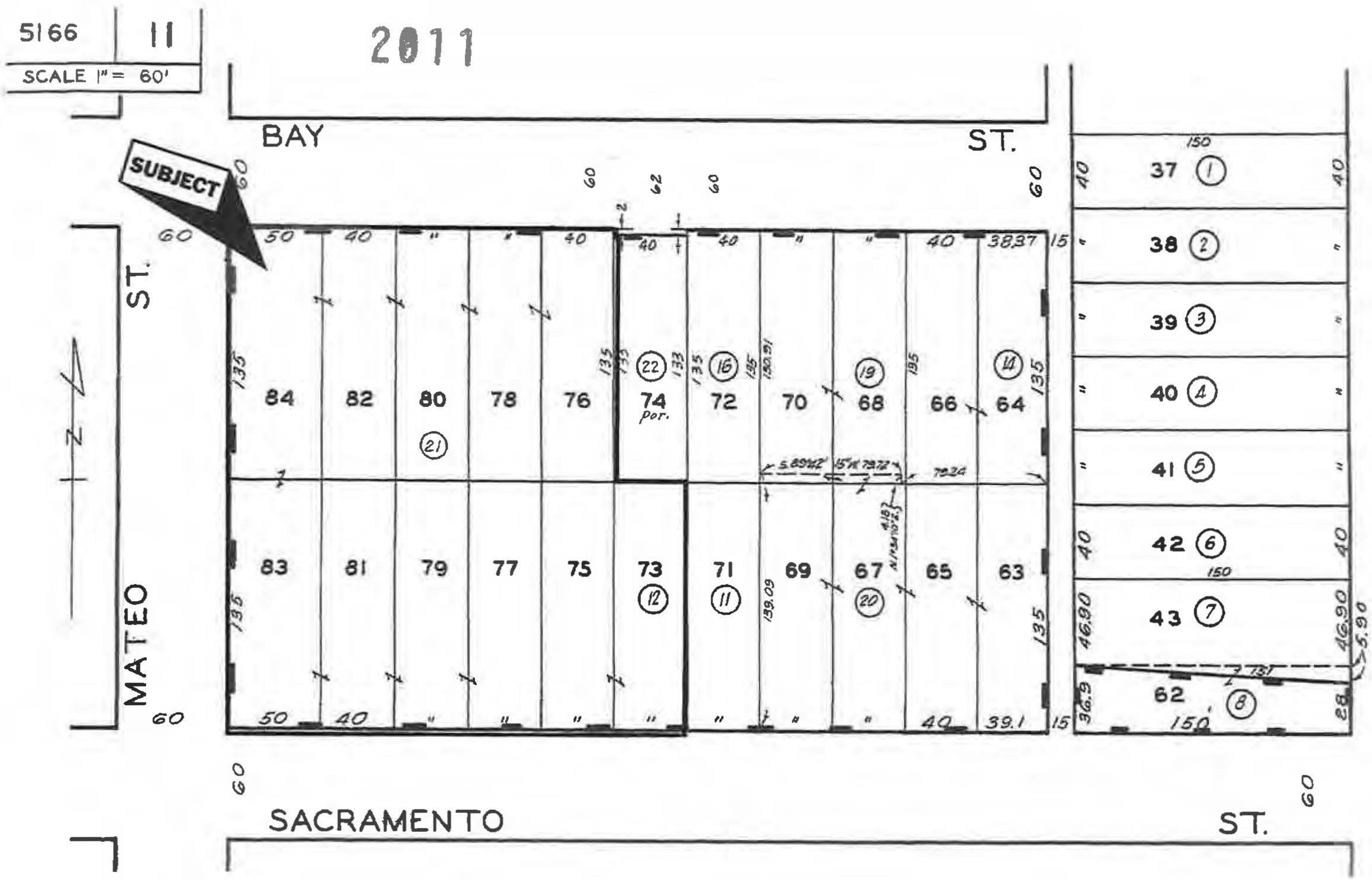


N

TARGET QUAD
NAME: LOS ANGELES
MAP YEAR: 1994
REVISED FROM :1966
SERIES: 7.5
SCALE: 1:24000

DATE:	DRAWN BY:	PROJECT NO.	Site Location Map	FIGURE
8/12/15	D. Johannes	15-1775	1024 Mateo St., 2016 Bay St., 2001, 2005 and 2025 Sacramento St. Los Angeles, California	1
SOURCE:	USGS Los Angeles Quadrangle			

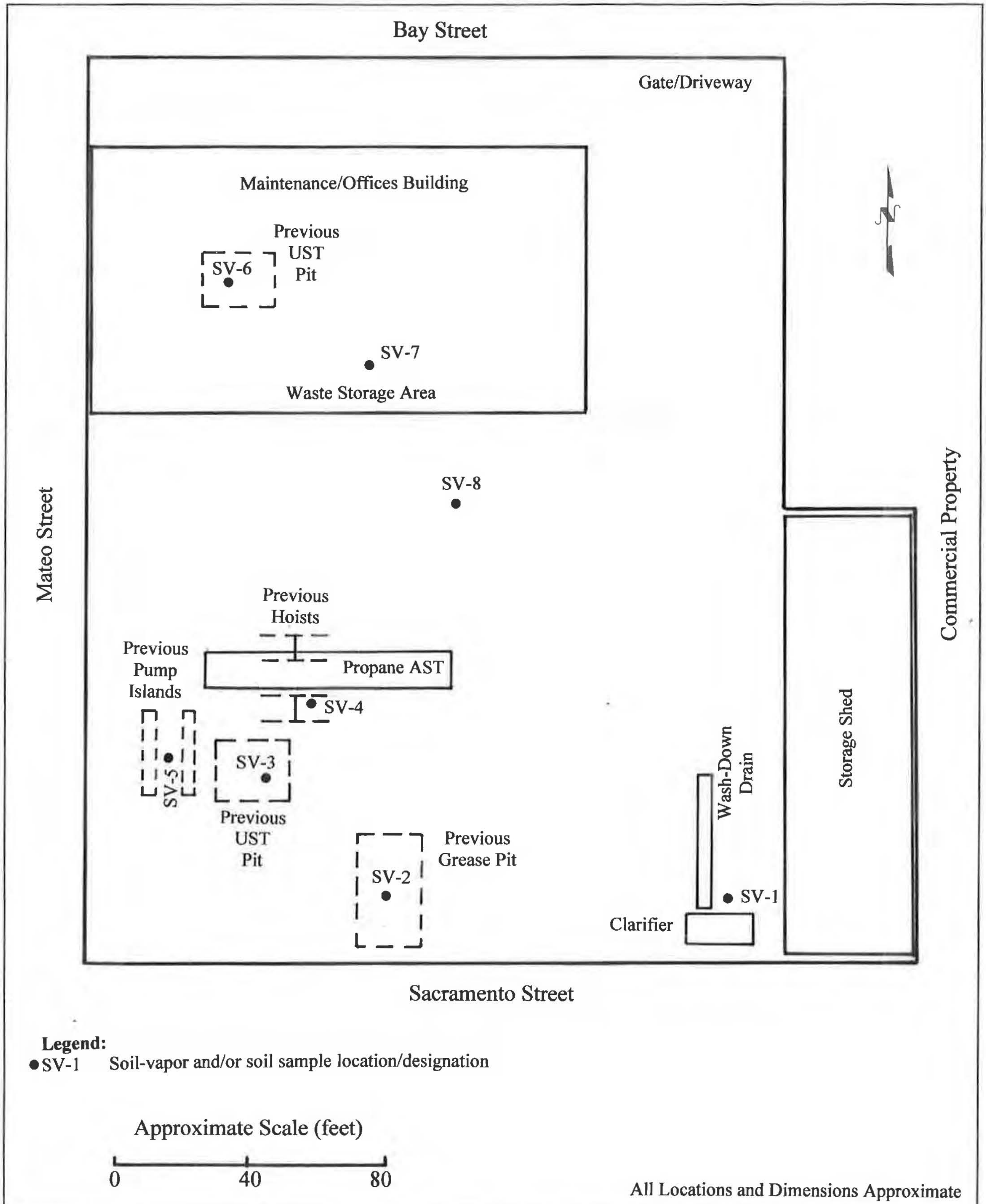
CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.



Scale Has Been Altered

DATE:	DRAWN BY:	PROJECT NO.	Assessor's Parcel Map 1024 Mateo St., 2016 Bay St., 2001, 2005 and 2025 Sacramento St. Los Angeles, California	FIGURE
8/12/15	D. Johannes	15-1775		2
SOURCE:	Los Angeles Assessor's Office			

CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.



DATE:	DRAWN BY:	PROJECT NO.	Recent Sample Locations	FIGURE
8/12/15	D. Johannes	15-1775	1024 Mateo/2016 Bay/2001, 2005, 2025 Sacramento Sts. Los Angeles, California	3
SOURCE: Environ. Mngrs. & Auditors, Inc./CEC				

CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.

Appendix A
Previous Phase I Report (excerpts)

PHASE I
ENVIRONMENTAL SITE ASSESSMENT OF THE PROPERTY LOCATED AT 2025 SACRAMENTO STREET, 1024 MATEO STREET AND 2016 BAY STREET (ALSO INCLUDES 2001-2005 SACRAMENTO STREET) LOS ANGELES, CA 91402

Prepared for:

Bank of America N.A.
US Trust-Real Estate Services
515 S. Flower Street 28th Floor
Los Angeles, CA 90071

Prepared by:

Environmental Managers & Auditors, Inc.
26500 Agoura Road, #102-374
Calabasas, CA 91302

Project No. 2015-786-25

June 2015

Environmental Managers & Auditors, Inc.

Environmental Managers & Auditors, Inc.

[EnvironmentalManagers.com]

June 30, 2015

Bank of America N.A
US Trust Real-Estate Services
515 S. Flower Street
Los Angeles CA. 90071

To whom it may concern:

In accordance with Bank of America's request and authorization, Environmental Managers & Auditors Inc. (EMA) performed a review of potential environmental liabilities associated with the property located at 2001-2005 Sacramento Street, 1024 Mateo Street and 2016 Bay Street, Los Angeles, California, in June 2016. The purpose of this assessment was to identify potential environmental concerns associated with the property (exclusive of geologic stability or flood potential), building construction, and use. This investigation was conducted by EMA and consisted solely of the activities described in the Scope of Work section of this report. The findings, conclusions and recommendations presented herein are subject to the limitations discussed in Section 1.3 and the agreement for Environmental Consulting Services.

A brief report summarizing our findings is enclosed. Should you have any questions, please do not hesitate to contact the undersigned at your convenience. EMA appreciates the opportunity to be of professional services to Bank of America on this project.

Sincerely,

ENVIRONMENTAL MANAGERS & AUDITORS, INC.

Khalid Mahmood

Khalid Mahmood, R.E.A.
Project Director

Enclosure

26500 Agoura Rd, Suite 102-374, Calabasas, CA 91302 | Phone: (818) 704-4404 | Fax: (818) 704-4401
Los Angeles | San Francisco | Dallas | Las Vegas | Phoenix | Washington D.C.

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EXECUTIVE SUMMARY

Environmental Managers & Auditors, Inc (EMA) has performed a Phase I Environmental Site Assessment (ESA) in general accordance with ASTM 1527-13 for the property located at 2001-2005 Sacramento Street ; 1024 Mateo Street; 2016 Bay Street, Los Angeles, California.

The Phase I Environmental Site Assessment is designed to provide Bank of America an assessment concerning environmental conditions (limited to those issues identified in the report) as they exist at the property. This assessment was conducted utilizing generally accepted ESA industry standards in accordance with ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

The address of the subject property is 2001-2005 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street, Los Angeles, California (herein referred as subject property). The subject property is located in a commercial and industrial area in the City of Los Angeles, California. According to County of Los Angeles Assessor's Office, the assessor's parcel number (APN) of the subject property is 5166-011-021. All adjoining areas consist of commercial and industrial buildings.

During the site reconnaissance, the subject property was observed to be occupied by MV Transportation Inc. MV Transportation, Inc. is engaged in the auto repair and service business for MTA buses. The subject property consists of a rectangular shaped parcel with a steel frame automotive repair and service building with associated offices in the northwestern portion and a steel frame storage shed in the southeastern portion of the property. The remaining portions of the site are utilized to park MTA busses. During the site reconnaissance, a drainage and a three compartment belowground clarifier were observed in the southeastern portion of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the belowground clarifier and subsequently discharged into the city sewer. During the site reconnaissance, a large propane tank was observed in the middle of the property. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets. No other significant structures and/or features were observed at the subject property.

During the site reconnaissance, significant quantities of hazardous materials/ hazardous wastes (i.e. brake fluids, motor oil, transmission oil, coolants, batteries, waste oil, waste anti-freeze, etc.). were observed in the automotive repair/service building and the storage shed. The hazardous materials/hazardous wastes were stored in 55-gallon and 250-gallon containers and placed in secondary containments. Significant stains were observed in the vicinity of hazardous materials/hazardous waste storage containers. The hazardous wastes generated at the site are picked up by Safety Kleen for proper disposal.

The subject property is bounded by Bay Street to the north, beyond which are Casita International, Zacatecas Imports, and other industrial developments, LAZ- Express and other industrial developments to the east, Selected Textiles, NSM, Intaglio Inc. and other industrial developments to the south, and Sacramento Street to the west beyond which are CDL Scrap Metals, Pegasus Inc., and other industrial developments.

A review of records available at the City of Los Angeles Department of Building and safety revealed that the subject property was previously occupied by a service station and Wash Rack with a clarifier and Grease Pit and a junk yard. The owner of the service station is indicated Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company.

Review of government database report revealed that the subject property tenants, Consolidated Fibers and MV Transportation, are listed on the Hazardous Waste Information System (HWIS) database. The database report indicated that Consolidated Fibers and MV Transportation generated waste oil and unspecified organic liquid mixtures at the site. It should be noted that potential for environmental concern is not necessarily present simply because a property is listed on this database. HWIS does not track violators and the presence of a facility on the HWIS database does not necessarily indicate that an environmental concern exists at that facility. The presence of these facilities on the HWIS database is not, in itself, considered to represent an environmental concern.

A further review of government regulatory databases revealed no off-site facilities of concern identified in the immediate vicinity that may have potentially impacted the subject site.

FINDINGS, CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

Findings

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- EMA identified recognized environmental conditions in connection with the property during the course of this assessment. The recognized environmental conditions included drainage/belowground clarifier associated with auto washing operations at the site. In addition, significant stains were observed in the vicinity of hazardous materials/hazardous wastes storage areas at the site.

A *controlled recognized environmental condition (CREC)* refers to 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, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the course of this assessment:

- EMA did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of this assessment:

- EMA identified historical recognized environmental conditions during the course of this assessment. The recognized environmental conditions included operation of a service station, Wash Rack with a clarifier, grease pit and a junk yard at the site in the past. The owner of the service station was indicated Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company at the site.

CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

EMA has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of 2001-2005 Sacramento Street; 1024 Mateo Street; 2015 Bay Street, Los Angeles, Los Angeles County, California (the "subject property"). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report. This assessment has revealed evidence of recognized environmental conditions in connection with the property. Based on the conclusions, EMA recommends further investigation at the site. Further investigation should be conducted in eth following potential areas of concern:

- Conduct a geophysical survey to determine presence and/or absence of underground storage tanks at the site.
- Conduct subsurface investigation (i.e. sampling and laboratory analyses, etc.) in the vicinity of former underground storage tanks, former and current clarifiers, grease pit, and hazardous materials/hazardous wastes storage areas.

1.0 INTRODUCTION

Environmental Managers & Auditors, Inc (EMA) was retained by Bank of America to conduct a Phase I Environmental Site Assessment (ESA) of the property located at 2001-2005 Sacramento Street ; 1024 Mateo Street; and 2016 Bay Street, Los Angeles, California (herein referred as subject property). The protocol used for this assessment is in general conformance with ASTM E 1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.

On June 25, 2015, EMA conducted a site reconnaissance to assess the possible presence of petroleum products and hazardous materials at the subject property. EMA's investigation included a review of aerial photographs, historical city directories, a reconnaissance of adjacent properties, background research, and a review of available local, state, and federal regulatory records regarding the presence of petroleum products and/or hazardous materials at the subject property

1.1 Purpose

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-13) in connection with the Property. EMA understands that the findings of this study will be used by Bank of America to evaluate a pending financial transaction in connection with the subject property.

1.2 Detailed Scope of Services

The scope of work for this ESA is in general accordance with the requirements of ASTM Standard E 1527-13. EMA warrants that the findings and conclusions contained herein were accomplished in accordance with the methodologies set forth in the Scope of Work. These methodologies are described as representing good commercial and customary practice for conducting an Environmental Site Assessment of a property for the purpose of identifying recognized environmental conditions. No other warranties are implied or expressed.

1.3 Significant Assumptions

There is a possibility that even with the proper application of these methodologies there may exist on the subject property conditions that could not be identified within the scope of the assessment or which were not reasonably identifiable from the available information. EMA believes that the information obtained from the records review and the interviews concerning the site is reliable. However, EMA cannot and does not warrant or guarantee that the information provided by these other sources is accurate or complete. The methodologies of this assessment are not intended to produce all inclusive or comprehensive results, but rather to provide Bank of America with information relating to the subject property.

1.4 Special Terms and Conditions

This report is intended for the sole use of Bank of America. Any party other than Bank of America who wishes to use this report to identify recognized environmental conditions in the process of making appropriate inquiry into the site or surrounding properties should notify EMA by executing the "Application of Authorization to Use" which follows this document. Based on the intended use of the report, EMA may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by Bank of America or anyone else will release EMA from any liability resulting from the use of this report by any unauthorized party.

1.5 Limitations

To a large extent, the conclusions reached during this Phase I ESA rely on information gathered from public and private sources. The lack of evidence regarding the presence of hazardous materials resulting from a reasonable and mutually agreed-upon scope of work does not guarantee the absence of such materials. It only indicates that no hazardous materials were found as a result of the investigation. The limited nature of the scope of work for a Phase I ESA precludes EMA from providing any warranty or guarantee regarding the absence of hazardous materials. The report is not a guarantee that chemical contamination does not exist at or beneath the site. This report does not specifically address the quality of groundwater beneath the site. The quality of groundwater can only be ascertained by physical testing. EMA has provided its best professional judgment and performed the agreed-upon services in accordance with standard and accepted consulting practices and procedures. The environmental conditions may vary considerably from those observed during this investigation. Should any additional data become available, these data should be reviewed by EMA and the conclusions presented herein modified as appropriate.

This report has been prepared in accordance with EMA's standard terms and conditions. No other warranty, expressed or implied, is made.

1.6 Limiting Conditions and Methodology Used

The environmental site assessment was performed in general accordance with the methodology set forth in ASTM Standard E-1527-13, Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process. There were no limiting conditions encountered during the Phase I ESA.

1.7 User Reliance

All reports, both verbal and written, are for the benefit of Bank of America. This report has no other purpose and may not be relied upon by any other person or entity without the written consent of EMA.

2.0 SITE DESCRIPTION

2.1 Location and Legal Description

The address of the subject property is 2001-2005 Sacramento Street; 1024 Mateo Street; 2016 Bay Street, Los Angeles, California (herein referred as subject property). The subject property is located in a residential and industrial area in the City of Los Angeles, California. According to County of Los Angeles Assessor's Office, the assessor's parcel number (APN) of the subject property is 5166-011-021. All adjoining areas consist of commercial and industrial buildings.

2.2 Site and Vicinity Characteristics

The subject property is located in a commercial and industrial area in the City of Los Angeles, California. All adjoining areas consist of commercial and industrial buildings. Access to the subject property is from Bay Street to the north, Sacramento Street to eth south and Mateo Street to the west. Parking is located in the southern and eastern portions of the property. Northwestern portion of the property is occupied by an automotive repair and serviced building with associated offices while southeastern portion of the property is occupied by a storage shed. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets.

2.3 Description of Structures

During the site reconnaissance, the subject property was observed to be occupied by MV Transportation Inc. MV Transportation, Inc. is engaged in the auto repair and service business for MTA buses. The subject property consists of a rectangular shaped parcel with a steel frame automotive repair and service building with associated offices in the northwestern portion and a steel frame storage shed in the southeastern portion of the property. The remaining portions of the site are utilized to park MTA busses. During the site reconnaissance, a drainage and a three compartment belowground clarifier were observed in the southeastern portion of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the belowground clarifier and subsequently discharged into the city sewer. During the site reconnaissance, a large propane tank was observed in the middle of the property. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets. No other significant structures and/or features were observed at the subject property.

2.4 Current Use of the Property

At the time of EMA's site visit, the subject property was observed to be occupied by MV Transportation Inc. MV Transportation, Inc. is engaged in the auto repair and service business for MTA buses. The subject property consists of a rectangular shaped parcel with a steel frame automotive repair and service building in the northwestern portion of the subject property and a steel frame storage shed in the southeastern portion of the property. The remaining portions of the site are utilized to park MTA busses. During the site reconnaissance, a drainage and a three compartment clarifier were observed in the southeastern section of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the belowground clarifier and subsequently discharged into the city sewer. During the site reconnaissance, a large propane tank was observed in the middle of the property. Storm drainage is accomplished via drains located at the property which direct surface water to storm drains in the surrounding streets. No other significant structures and/or features were observed at the subject property.

During the site reconnaissance, significant quantities of hazardous materials/ hazardous wastes (i.e. brake fluids, motor oil, transmission oil, coolants, batteries, waste oil, waste anti-freeze, etc.) were observed in the automotive repair/service building and the storage shed. The hazardous materials/hazardous wastes were stored in 55-gallon and 250-galolon containers and placed in to secondary containments. Significant stains were observed in the vicinity of hazardous materials/hazardous waste storage containers. The hazardous wastes generated at the site are picked up by Safety Kleen for proper disposal.

2.5 Current Adjacent Properties

The subject property is bounded by Bay Street to the north, beyond which are Casita International, Zacatecas Imports, and other industrial developments, LAZ- Express and other industrial developments to the east, Selected Textiles, NSM, Intaglio Inc. and other industrial developments to the south, and Sacramento Street to the west beyond which are CDL Scrap Metals, Pegasus Inc., and other industrial developments.

3.0 USER PROVIDED INFORMATION

Pursuant to ASTM E 1527-13, EMA requested the following site information from Mr. Dean Mariani (the Key Site Contact).

3.1 Title Records

EMA requested title records from the Key Site Contact; however, title records were not available at the site and were not provided to EMA for review.

3.2 Environmental Liens or Activity and Use Limitation

EMA requested information from the Key Site Contact regarding knowledge of environmental liens, activity and use limitations for the Property. The site contact was not aware of any environmental liens associated with the Property. In addition, the site contact had no knowledge of any use or activity limitations

3.3 Specialized Knowledge

EMA inquired with the Key Site Contact regarding any specialized knowledge of environmental conditions associated with the Property. The User and Key Site Manager were not aware of any environmental conditions associated with the Property.

3.4 Commonly Known or Reasonably Ascertainable Information

EMA inquired with the Key Site Contact regarding any commonly known or reasonably ascertainable information within the local community about the Property that is material to recognized environmental conditions in connection with the Property. The User and Key Site Manager were not aware of any information within the local community about the Property that is material to recognized environmental conditions in connection with the Property.

3.5 Valuation Reduction for Environmental Issues

EMA inquired with the Key Site Contact regarding any knowledge of reductions in property value due to environmental issues. The site contact was not aware of any valuation reductions associated with the Property.

3.6 Reason for Performing Phase I ESA

The purpose of this ESA was to identify existing or potential Recognized Environmental Conditions (as defined by ASTM Standard E-1527-13) in connection with the Property. This ESA was also performed to permit the User to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) liability (hereinafter, the "landowner liability protections," or "LLPs"). ASTM Standard E-1527-13 constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35) (B).

4.0 REGULATORY AGENCY RECORDS SEARCH

The purpose of Government database lists is to document the location of known Federal and State superfund sites or other known or potential hazardous waste sites within a one-eighth to one mile radius of the subject property. The review will also serve to indicate the possibility that the subject property may become a "border zone property@, defined as a property located within 2000 feet of a State-designated hazardous waste property.

EMA obtained a Government record report prepared by BBL of Solana Beach, California. This computer generated report is attached to this preliminary environmental site assessment report as Appendix B and consists of Government listed properties within a one-eighth to one-mile radius of the subject property which store and use hazardous materials or have had a release of hazardous materials to soil or groundwater. The study area for this preliminary environmental site assessment includes a one-eighth to one mile radius for Federal, State and local database sources to meet the ASTM standards.

Appendix B includes a complete copy of the regulatory agency database search report generated by BBL for select agency databases only. The accuracy of the results of the report in Appendix B is constrained by the limits of care and professional skill exercised by the EMA's sub-consultant. For completeness and quality control, additional agency records were investigated personally by EMA personnel.

EMA makes no claims as to the completeness or accuracy of the referenced sources. BBL's review of these records can be only as current as their listings, and may not represent the entire sum of known or potential hazardous waste of contaminated sites.

EMA reviewed the following agency lists to evaluate whether there are sites within the study area that may pose potential environmental concerns relative to the site.

4.1 Federal Sources

4.1.1 National Priority List

The National Priorities List (NPL) is the United States Environmental Protection Agency's (USEPA) list of prioritized Superfund sites with significant risk to human health and the environment. These sites receive remedial funding under the Comprehensive Environmental Response, Conservation and Liability Act (CERCLA).

No properties within a one mile radius, including the subject property, appear on this list.

4.1.2 Comprehensive Environmental Response, Compensation, and Liability Act Information System

United States Environmental Protection Agency (USEPA) Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) January 9, 1992 - CERCLIS provides information for businesses or properties that are on or being considered for the federal Superfund Program according to the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). Under this program, a business or property is identified and a preliminary assessment is performed to assess whether the site shall become a federal Superfund site.

The subject property is not listed on this database. Six sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property

4.1.3 CERCLIS-NFRAP

As of February 1995, CERCLIS sites designated ANo Further Remedial Action Planned@ (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration.

The subject property is not listed on this database. Six sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property

4.1.4 Federal Facilities (FEDFAC)

As part of the CERCLA program, federal facilities with known or suspected environmental problems, the Federal Facilities Hazardous Waste Compliance Docket is tracked separately to comply with a Federal Court order.

No properties within a one mile radius, including the subject property, appear on this list.

4.1.5 Federal ERNS list

The Emergency Response Notification System (ERNS) is a national database used to collect information on reported accidental releases of oil and hazardous substances. The database contains information from spill reports made to federal authorities including the EPA, the US Coast Guard, the National Response Center and the Department of Transportation.

The subject property is not listed on this database. Seventeen sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.6 Federal RCRA TSD facilities list

The EPA's Resources Conservation and Recovery Act (RCRA) Program identifies and tracks hazardous waste from the point of generation to the point of disposal. The RCRA Facilities database is a compilation by the EPA of reporting facilities that generate, transport, treat, store or dispose of hazardous waste.

No properties within a one mile radius, including the subject property, appear on this list.

4.1.7 Federal RCRA small& Large Generators list

The EPA's Resources Conservation and Recovery Act (RCRA) Program identifies small hazardous waste generator sites, who generate less than 100 kg/month of non-acutely hazardous waste and large hazardous waste generator sites, who generate more than 100 kg/month of non-acutely hazardous waste. The RCRA Facilities database is a compilation by the EPA of reporting facilities that generate hazardous waste.

The subject property is not listed on this database. Eighty-three sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.8 EPA CORRACTS

The EPA maintains this database of RCRA facilities which are undergoing "corrective action". A "corrective action order" is issued pursuant to RCRA section 3008 (h) when there has been a release of hazardous waste or constituents into the environment from RCRA facility. Corrective actions may be required beyond the facility's boundary and can be required regardless of when the release occurred, even if it predates RCRA.

The subject property is not listed on this database. One site is listed on this database. This site is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property

4.1.9 Site Enforcement Systems (SETS)

When expanding Superfund money at a CERCLA site, EPA must conduct a search to identify parties that with potential financial responsibility for remediation of uncontrolled hazardous wastes sites. EPA regional Superfund Waste Management Staff issue a notice to the potentially responsible party (PRP). The status field contains the EPA ID number and name of the site where the actual pollution occurred.

The subject property is not listed on this database. Five sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.10 Enforcement Docket System (DO)

DOCKET tracks civil judicial cases against environmental polluters, while CDETS processes court settlements, called consent decrees.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.11 Criminal Docket System (C-DOCKET)

The Criminal Docket System is a comprehensive automated system for tracking criminal enforcement actions. C-Docket handles data for all environmental status and tracks enforcement from the initial stage of investigations through conclusion.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.12 Federal Enforcement Dockets

The US EPA, office of Enforcement, maintains a list of sites under enforcement by the US EPA.

No properties within a one mile radius, including the subject property, appear on this list.

4.1.13 Superfund Amendments and Reauthorization Act (SARA)

Title III of the Superfund Amendments and Reauthorization Act, Section 313, also known as Emergency Planning and Community Right-to-Know Act of 1986 requires owners or operators of facilities with more than 10 employees and are listed under Standard Industrial Classification (SIC) Codes 20 through 39 to report the manufacturing, processing or use of more than a threshold of certain chemical or chemical categories listed under section 313. This data base is also known as Toxic Release Information System (TRIS).

The subject property is not listed on this database. Six sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.14 Nuclear Regulatory Commission Licenses (NC)

The Nuclear Regulatory Commission, Office of Nuclear Material Safety and Safeguards has been mandated to protect the public health and safety, the common defense and security, and the environment by licensing, inspection and environmental impact assessment for all nuclear facilities and activities and for the import and export of special nuclear material.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.15 PCB Waste Handler Database (PCB)

The US EPA tracks generators, transporters, commercial stores and/or brokers and disposers of PCBs in accordance with the Toxic Substance Control Act.

The subject property is not listed on this database. One site is listed on this database. This site is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property

4.1.16 Permit Compliance System (PCS)

PCS is a database which contains data on NPDES permit holding facilities. PCS was developed by The US EPA to meet the information need of the NPDES program under the Clean Water Act. PCS tracks permit, compliance, and enforcement states of NPDES facilities.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.17 AIRS Facility System (AFS)

AFS contains emissions and compliance data on air pollution point sources tracked by USEPA and State and Local environmental agencies.

The subject property is not listed on this database. Eight sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.18 Section Seven Tracking System (SSTS)

SSTS evolved from the FIFRA and TSCA Enforcement System. SSTS tracks the registration of all pesticide producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and devices that are produced, sold or distributed each year.

The subject property is not listed on this database. Three sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.19 FIFRA/TSCA Tracking System (FIFRA)

NCDB supports implementation of the Federal Insecticide, Fungicide and Rodenticide Control Act (FIFRA) and the Toxic Substance Control Act (TSCA).

The subject property is not listed on this database. Four sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.1.20 Federal Facilities Information System (FFIS)

Federal Facilities Information System (FFIS) contains a list of all Treatment Storage and Disposal Facilities owned and operated by federal agencies.

No properties within a one-half mile radius, including the subject property, appear on this list.

4.1.21 Chemicals in Commerce Information System (CICIS)

CICIS contains an inventory of chemicals manufactured in commerce or imported for Toxic Substance Control Act regulated commercial purposes. CICIS allow EPA to maintain a comprehensive listing of over 70,000 chemical substances that are manufactured or imported and are regulated under TSCA.

The subject property is not listed on this database. One site is listed on this database. This site is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property

4.1.22 EPA Facility Index System (FINDS)

The US EPA maintains an index system of all facilities which are regulated or have been assigned an identification number for other purposes.

The subject property is not listed on this database. One site is listed on this database. These sites is not located in the immediate vicinity of the subject property. Based on the distance and status, this site is not considered a recognized environmental condition to the subject property.

4.1.23 Hazardous Material Incident Report System (HMIRS)

The Hazardous Material Report Incident Subsystem HMIRS of the Research and Special Programs Administration (RSPA) Hazardous Materials Information System was established in 1971 to fulfill the requirements of the Federal hazardous material transportation law. Part 171 of Title 49, Code of Federal Regulations (49 CFR) contains the incident reporting requirements of carriers of hazardous materials. An unintentional release of hazardous materials meeting the criteria set forth in Section 171.16, 49 CFR, must be reported on DOT Form 5800.1. The data from the reports received are subsequently entered in the HAZMAT database.

The subject property is not listed on this database.

4.2 California State Sources

4.2.1 State Response Sites

The Site Mitigation and Brownfield Reuse Database (SMBRD) identify certain potential hazardous waste sites. These are confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity and deemed generally high-priority and high potential risk.

The subject property is not listed on this database. Eight sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.2 Cal Sites - No Further Action

This section includes the sites on the Calsite list, which have been flagged for no further action by the California Environmental Protection Agency, Department of Toxics Substance Control (DTSC) in accordance with Section 25359.6 of the California Health and Safety Code.

The subject property is not listed on this database. Twenty sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.3. School Property Evaluation Program

This category of The Site Mitigation and Brownfield Reuse Program Database 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 Cal-Sites category depending on the level of threat to public health and safety or the environment they pose.

The subject property is not listed on this database. Three sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.4 Voluntary Clean Up Program

This category contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have requested that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC=s costs.

The subject property is not listed on this database. Eight sites are listed on this database. These sites is not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.5 Properties Needing Further Evaluation

This category of The Site Mitigation and Brownfields Reuse Program Database contains properties that are suspected of being contaminated. These are unconfirmed contaminated properties that need to be assessed using the PEA process.

The subject property is not listed on this database. Four sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.6Leaking Underground Storage Tanks

The leaking underground storage tanks (LUST) list in the City of Los Angeles is maintained by the Regional Water Quality Control Board (RWQCB) City of Los Angeles Fire Department. The LUST list is a compilation of all investigations conducted by the RWQCB in response to reports of hazardous materials leaking from USTs.

The subject property is not listed on this database. Fifty-nine sites are listed on this database. Based on the distance and status, the above listed LUST sites are not considered a recognized environmental condition to the property.

4.2.7 Solid Waste Information System (SWIS)

This list is maintained by the California Integrated Waste Management Board. In 1977, this list was created to identify active and inactive sanitary landfills, transfer stations, and disposal facilities.

The subject property is not listed on this database. Seven sites are listed on this database. These sites is not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.8 Underground Storage Tank Registrations Database

The California State Water Regional Control Board, Office of Underground Storage Tanks maintains an inventory of registered underground storage tanks.

The subject property is not listed on this database. Seventy-six sites are listed on this database. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.2.9 Hazardous Waste and Substance Site List (CORTESE List)

The CORTESE List is compiled by the California State Office of Planning and Research and provides information concerning identified hazardous waste/substance sites within the State of California. The CORTESE List contains the following information:

- Records that have been compiled by the CAL-EPA DTSC. These are abandoned hazardous waste sites.
- Records that have been compiled by the Environmental Health Division of Cal EPA. These sites contain contaminated public drinking water wells that serve less than 200 connections (small Wells) and more than 200 connections (large wells).
- Sites included under the Hazardous Substance Cleanup Bond Act, pursuant to Section 25356 of the California Health and Safety Code.
- Records compiled by the State Water Resources Control Board (WRCB). These are the sites of reported UST leaks that have been investigated by the WRCB.
- Records compiled by the California Waste Management Board. These are solid waste disposal facilities from which there is a known migration of hazardous wastes.

No properties within a one mile radius, including the subject property, appear on this list.

4.2.10 Hazardous Waste Information System

The DTSC maintains a database keeping track of the movement and disposal of hazardous waste. The data is used to support the Tanner legislation, AB 2948.

The subject property is listed on this database. In addition, two hundred and twenty-one additional sites are listed on this database. The subject property tenants, Consolidated Fibers and MV Transportation, are listed on this database. The database report indicated that Consolidated Fibers and MV Transportation generated waste oil and unspecified organic liquid mixtures at the site. It should be noted that potential for environmental concern is not necessarily present simply because a property is listed on this database. HWIS does not track violators and the presence of a facility on the HWIS database does not necessarily indicate that an environmental concern exists at that facility. The presence of these facilities on the HWIS database is not, in itself, considered to represent an environmental concern.

4.2.11 Toxic Release

The California Regional Water Quality Control Boards for local Department of Health Services keeps track of toxic releases to the environment. These lists are known as Unauthorized Release, Spill, Leaks, Investigations and Cleanups, Non-Tank Release, Toxics List or similar, depending on the local agency.

The subject property is not listed on this database. Twenty-five sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the property.

4.2.12 Toxic Pits

The California Water Quality Control Board, Division of Loan Grants maintains an inventory of sites with toxic pits in the state.

No properties within a one mile radius, including the subject property, appear on this list.

4.2.13 Solid Waste Assessment Test

This program, provided for under the Calderon legislation, requires that disposal sites with more than 50,000 cubic yards of waste provide sufficient information to the regional water quality control board to determine whether or not the site has discharged hazardous substances which will impact the environment.

The subject property is not listed on this database. Two sites are listed on this database. These sites are not located in the immediate vicinity of the subject property. Based on the distance and status, these sites are not considered a recognized environmental condition to the subject property.

4.3 Local Sources

4.3.1 City of Los Angeles Department of Building and Safety

Records from the City of Los Angeles Department of Building and Safety (CLADBS) were reviewed for evidence indicating the developmental history of the subject property, and for the presence of documentation relative to underground storage tanks. Following is a summary of building records available at the CLABSD:

2001- Sacramento Street

6/9/1941	Building permit for New Building.
6/9/1941	Purpose of building is a Wash Rack and Service Station
8/31/1941	Certificate of Completion for Auto Service Station (Wash Rack Completion).
12/16/1949	Building Permit for New Building.
12/16/1949	Application to Erect New building. Purpose of building indicated as Grease Pit. Owner named is Standard oil.
5/28/1952	Building Permit for New Building
9/03/1952	Certificate of Occupancy, 1 Story, Type IIIA, 10x10 Restroom addition to existing 10 X 20 office. G-1 Occupancy.
2/25/1959	Present use is a Wash Rack, Size is 20 X 30, clarifier pit and wash tank.
9/10/1970	Building permit for new building.
9/30/1970	Application for sign permit. Exchange sign on existing column and footage (same area). The size of the sign is indicated as 5' X 36' X 25' feet high. Owner named is Standard Oil.
9/10/1972	Building permit.
8/22/1973	Grading permit.
9/19/1973	Grading Completion File.
9/25/1973	Engineers Certificate of Compliance for compacted earth fills. Description of Grading, Classification of the soil and tabulation of

	the test results. Owner named is Standard Oil.
10/7/1973	Approval granted for compacted fill as described in the compaction report dated 09/19/1973. Owner named is Standard Oil.
10/02/1973	Grading Completion File.
8/22/1975	Application for Grading Permit and for Grading Certificate. Purpose of grading was for the storage tank backfill. Owner named is Standard Oil. Permit #76629.
8/22/1975	Application filed to demolish/Handwreck. The present use of building is indicated as a service station. The plot plan provided indicated presence of tanks in the southeastern portion of the site. Owner named is Standard oil. Permit #76630.
8/22/1975	Application filed to demolish/Handwreck. Present use of the building is indicated as canopy (service station). Owner named is Standard Oil. Permit #76631.
8/22/1975	Application filed to demolish/Handwreck. Present use of the building is for restrooms. Owner named is Standard Oil. Permit #76632.
8/22/1975	Application filed to demolish/Handwreck. Present use of building is indicated as a Tire Shop. Owner named is Standard Oil. Permit #76633.
8/22/1975	Application to Add-Alter-Repair-Demolish and for Certificate of Occupancy. Present use of building indicated is a Storeroom. Demolish Handwreck. Owner named is Standard Oil. Permit #76634.

2005- Sacramento Street

7/01/1914	Building permit.
7/01/1914	Mechanical permit.
6/17/1925	Building permit and application to alter, repair and demolish. Single family dwelling. Owner indicated as Charles Lsntz.
6/29/1926	Application to alter, repair and demolish. General repairs, building moved, new concrete foundation and connect plumbing, gas and sewer line. Owner indicated as Charles Lsntz.

1024 Mateo Street

3/13/1905	Application to Build, 4 Room 1 Story residence.
3/13/1905	Building permit.
7/01/1914	Building permit.
7/01/1914	Mechanical permit and application for installation of plumbing, Sewer or cesspool, Gas fitting and old gas pipe line inspection.
12/23/1974	Affidavit for Lot tie.

2016 Bay Street

12/02/1949	Application to alter, repair, or demolish and for a Certificate of Occupancy.
12/4/1975	Certificate of Occupancy. 1 Story, Type V, 80'x150' warehouse building. 24 required parking spaces provided.
3/24/1975	Application to Add-Alter-Repair-Demolish and for Certificate of Occupancy. Present use of the building indicated as a Truck Scale. Owner named is Consolidated Fiber, Inc.
4/04/1975	Application for Grading Permit and for Grading Certificate. Owner named is Consolidated Fiber, Inc.
9/10/1980	Certificate of Occupancy.
8/12/1981	Certificate of Occupancy.
4/01/1982	Certificate of Occupancy.
6/16/1983	Certificate of Occupancy. Use of land for junk yard. Storage yard only.
2/02/1984	Certificate of Occupancy. Use of land for junk yard.
4/05/1985	Certificate of Occupancy. Use of land for junk yard. Storage only.
3/08/1994	Application filed for the demolition of loading dock. Owner is indicated Stacey Construction Inc.

12/18/2006	Application for building permit and Certificate of Occupancy. Install New 68' X 11'6 X 6" Concrete pad for L.P.G tank.
2/09/2012	Certificate of Occupancy. Use of land for junk yard.

Copies of the building department records are presented in Appendix C.

4.3.2 City of Los Angeles Fire Department

Records from the City of Los Angeles Department Fire Department (CLAFD) were requested for review for evidence indicating the presence of Underground Storage Tanks (USTs) and for the use of hazardous materials. The records were not available at the time this report was prepared. Upon availability of records, if any, the report will be updated as deemed necessary.

4.3.3 County of Los Angeles Department of Public Health

Records from the County of Los Angeles Department of Public Health were requested for review for the presence of Underground Storage Tanks (USTs) and for the use of hazardous materials. The records were not available at the time this report was prepared. Upon availability of records, if any, the report will be updated as deemed necessary.

4.3.4 County of Los Angeles Department of Public Works

Records from the County of Los Angeles Department of Public Works were requested for review for the presence of Underground Storage Tanks (USTs) and for the use of hazardous materials. The records were not available at the time this report was prepared. Upon availability of records, if any, the report will be updated as deemed necessary.

4.3.5 South Coast Air Quality Management District (SCAQMD)

A file review was conducted at the South Coast Air Quality Management District. No records were found for the subject property.

4.3.6 Department of Toxic Substances Control

Records from the Department of Toxic Substances Control (DTSC) were reviewed. No records for the hazardous materials and/or USTs were found for the subject property.

4.3.7 California Regional Quality Control Board- Los Angeles Region

Records from the California Regional Quality Control Board - Los Angeles Region were reviewed No records for the hazardous materials and/or USTs were found for the subject property.

5.0 ENVIRONMENTAL SETTING

5.1 Geology and Hydrogeology

The geologic Map of California indicated that the geology of the area within the subject site consist of alluvial fill. The U.S. Department of Agriculture, Soil Conservation Service, Report and General Soil Map of Los Angeles County indicate that the soil in the area defined as Hanford association, 2 to 5 percent slopes. The Hanford soils are over 60 inches deep, are well drained, and have moderately rapid subsoil permeability. They have pale-brown coarse sandy loam surface layers about 8 inches thick underlain by light yellowish-brown coarse sandy loam and gravely loamy coarse sand substratum.

Hydrologically, the site lies within the Los Angeles Forebay Area of the Central Groundwater Basin (CDWR, 1961). Depth to eth first groundwater is estimated approximately 120 feet belowground surface (CDWR, 1961).

6.0 HISTORICAL SITE USAGE

Based on the historical documents, the subject property has been occupied by the current industrial buildings since early 1970's. Prior to the current development, the subject property was occupied by single family dwelling and auto service station Wash Rack.

6.1 Aerial Photographs

Historical and current usage of the subject property and adjacent areas was investigated by reviewing aerial photographs provided by the BBL.

The historical aerial photographs available from 1947 to Present were reviewed. Following is a description of aerial photographs.

Recent	A building structure appears in the northwestern portion of the property. The propane tank observed in the middle of the property during site reconnaissance is visible in the aerial photographs. Several large vehicles are present at the subject property. Surrounding areas are fully developed.
5/31/1994	A building structure appears in the northwestern portion of the property. The propane tank is visible in the middle of the property. Surrounding areas are fully developed.
5/26/1995	A building structure appears in the northwestern portion of the property. The propane tank is visible in the middle of the property. Surrounding areas are fully developed.
10/20/1980	A building structure appears in the northwestern portion of the property. The canopies are visible in the southwestern portion of the site. The canopies appear to be related to the service station previously operated at the site as noted in the building department records. Surrounding areas are fully developed.
10/31/1979	A building structure appears in the northwestern portion of the property. A structure also appears in the southern section of the property. Surrounding areas are developed.
3/17/1973	Aerial photo is not legible.
9/13/1968	Some structures appear on the subject property. Vehicles are visible at the site. Surrounding areas are fully developed.

Copies of the aerial photographs are presented in Appendix D.

6.2 Sanborn Fire Insurance Maps

These maps were prepared for fire insurance underwriting purposes, and describe the construction and relative fire-resistance of buildings, depict the locations of fire-prevention devices, gasoline storage tanks, water lines, cistern, and any potentially flammable materials in the site vicinity over time. A search of Sanborn fire insurance maps conducted by BBL indicated that no mapping was done for the subject area.

Date	Description
1900	Dwellings are present at the subject property.
July 1953	An office in the northwestern corner, gas and oil activity in the south-western portion, a restaurant in the west-central portion and an office in the in the middle of the property are present. The office noted in the northwestern corner is associated with Transfer Cos. Truck Yard.
July 1958	Same as in July 1953.
July 1961	Gas and oil activities appear in the northwestern, middle and south-central portions of the property. Auto Laundry is present in the southeastern portion of the property.

Copies of eth sanborn maps are presented in Appendix E.

6.3 City Directories Records

City Directories have been published for many cities and towns across the United States since the 18th Century. Originally a list of town residents, the City Directory became a tool for locating individuals and businesses in a particular urban or suburban area. For each address within an area, City Directories list the name of each resident or, if a business operates from that address, the name and the type of business. This historic overview of occupants of a given property is a valuable tool for companies involved in assessing the historic prior use of any resident or commercial property.

BBL performed the City Directories search. The following is the result of City Directory Search:

2015

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2036 SACRAMENTO ST	PLAYETHICS
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	CASITA INTERNATIONAL

931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2014

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2036 SACRAMENTO ST	PLAYETHICS
2038 SACRAMENTO ST	STONE NARA
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2012

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
	LITTLE SUN INC
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	BX3USA INC
	CASITA INTERNATIONAL
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2010

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2030 SACRAMENTO ST	ISY INC
2036 SACRAMENTO ST	GIFTWAY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	MO SEWING INC
930 MATEO ST	BX3USA INC
	CASITA INTERNATIONAL
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2008

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	SELECTED TEXTILES
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2030 SACRAMENTO ST	ISY INC
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	M O SEWING INC
930 MATEO ST	CASITA INTERNACIONAL
	KPP ZIPPER INC
	OPTIMA TRADING CO

931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2006

1024 MATEO ST	No Commercial Listings
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2030 SACRAMENTO ST	ISY INC
	TEX VISION
2036 SACRAMENTO ST	GIFTWAY
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
930 MATEO ST	CASITA INTERNACIONAL
	KPP ZIPPER
	OPTIMA TRADING CO
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2004

1024 MATEO ST	No Commercial Listings
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2020 SACRAMENTO ST	MORTON SCRAP METAL
2022 SACRAMENTO ST	INTAGLIO
2036 SACRAMENTO ST	GIFTWAY
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	TEX VISION
931 MATEO ST	PLUMA IMPORT INC
Source:	Combo1

2000

1024 MATEO ST	No Commercial Listings
1038 MATEO ST	C W PRODUCE
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2030 SACRAMENTO ST	ASALING IMPORT & EXPORT INC
2036 SACRAMENTO ST	U & I KNIT
2038 SACRAMENTO ST	BLUE LINE CUTTING SVC
2039 SACRAMENTO ST	MODA PRODUCTION
930 MATEO ST	GOLDEN PLATING CORP
931 MATEO ST	KIDSSMILE IMPORT
Source:	Combo1

1998

1024 MATEO ST	No Commercial Listings
1038 MATEO ST	C W PRODUCE
1100 MATEO ST	T A GREENE CO
1901 SACRAMENTO ST	GELTMAN INDUSTRIES
2001 SACRAMENTO ST	No Commercial Listings
2014 SACRAMENTO ST	FLORES PRODUCE
2022 SACRAMENTO ST	FULL CIRCLE SPORTSWEAR
2036 SACRAMENTO ST	BEVERLY EMBROIDERY INC
930 MATEO ST	GOLDEN PLATING CORP
931 MATEO ST	KIDSSMILE IMPORT
Source:	Combo1

1994

1005 MATEO ST	SUMMIT PULP AND PAPER INC
1024 MATEO ST	No Commercial Listings
1100 MATEO ST	T A GREENE CO INC
1901 SACRAMENTO ST	GELTMAN REZEX CORP
2001 SACRAMENTO ST	No Commercial Listings
2014 SACRAMENTO ST	FLORES PRODUCE
2036 SACRAMENTO ST	MEDIA LITHOGRAPHICS INC
930 MATEO ST	GOLDEN PLATING CORP
Source:	Combo1

1990

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings

1985

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	CONSOLIDTAED FIBRES-SETTSU INC

1980

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	CONSOLIDTAED FIBRES-SETTSU INC

1976

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	No Commercial Listings
2016 BAY ST	No Listings

1971

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

1961

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

1956

1024 MATEO ST	No Commercial Listings
2001 SACRAMENTO ST	FENTONS R TR
2016 BAY ST	No Listings

A summary of city directories search is presented in Appendix F.

6.4 Historical Topographic Maps

EMA obtained historical topographic map from topozone.com.

Date: 1972
Description: No production wells or other significant surface features are as depicted as present on the USGS map.

6.5 Prior Assessment Reports

Although requested, no previously prepared environmental reports such as Phase I or II Environmental Site Assessments, lead-based paint surveys, lead-in-water surveys, asbestos surveys or geotechnical reports prepared by other consultants were provided for EMA's review.

6.6 Zoning/Land Use Records

Records of the local government were reviewed to determine current and historical uses of the subject property permitted by the local government. According to the City Los Angeles Building Department, the subject property is zoned C-2 commercial.

6.7 Recorded Land Title Records

Review of a 50-year chain of title was not included in the scope of the assessment. A title report was requested from the Client, but was not received prior to issuance of this report. As a result, the information required for review of recorded land title records is considered not to be readily ascertainable.

6.8 Additional Historical Record Sources

Historical use of the Property was researched using standard historical sources. No other research was conducted or deemed necessary for this assessment

6.9 Historical Use Information on Adjoining Properties

A review of the historical records revealed that the surrounding areas were used for commercial and industrial purposes in the past.

6.10 Data Failure

The objective of historical research is to develop a history of the previous uses of the subject property and surrounding area, in order to help identify the likelihood release of hazardous substances as a result of past activities. The agreed scope of work requires the assessor to attempt to identify use of the Property at 5-year intervals from 1940 to the present, or, if the Property was already developed in 1940, to the first date of development, but recognizes that data failure frequently occurs, making this impossible. When data failure occurs, ASTM

E 1527-13 requires the assessor to document the data failure and assess the potential impact on the ability of the EP to identify recognized environmental conditions.

Information developed in the course of this assessment is adequate to satisfy the requirements of the scope of assessment. No related data failure has been identified.

7.0 SITE RECONNAISSANCE

On June 25, 2015, EMA personnel conducted an inspection of the site located at 2001-2005 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street, Los Angeles, California, to assess the current on-site activities that may pose potential impact to the subsurface conditions of the subject site.

During the site visit, EMA personnel inspected the subject site regarding potential environmental concerns including the presence of the UST's or AST's, spray booths, pits, clarifiers, and/or sumps, quantities and types of hazardous/toxic materials and wastes stored, treated, used, generated, or disposed of as part of present or previous tenants business activities, unusual stains or odors, and knowledge of hazardous material spills on the subject site. The subject site was inspected for evidence of any staining and/or spills.

Environmental considerations associated with the site and the study area is discussed in the following sections.

7.1 Aboveground Storage Tanks

During the site reconnaissance, with the exception of a large propane tank, no other aboveground fuel storage tanks were observed on the subject property. No environmental concerns were noted in the vicinity of propane tank.

7.2 Underground Storage Tanks

During the site reconnaissance, manways, vent pipes, fill connections, concrete pads and saw cuts were not observed in the paved areas of the site.

7.3 Water and Wastewater

During the site reconnaissance, a drainage and a three compartment clarifier were observed in the southeastern section of the site. This area is utilized to wash vehicles. The wastewater generated from automotive washing operations is collected in the below ground clarifier and subsequently discharged into the city sewer via this clarifier.

7.4 Hazardous Materials/Wastes

During the site reconnaissance, significant quantities of hazardous materials/ hazardous wastes (i.e. brake fluids, motor oil, transmission oil, coolants, batteries, waste oil, waste anti-freeze, etc.) were observed in the automotive repair/service building and the storage shed. The hazardous materials/hazardous wastes were stored in 55-gallon and 250-gallon containers and placed in to secondary containments. Significant stains were observed in the vicinity of hazardous materials/hazardous waste storage containers. The hazardous wastes generated at the site are picked up by Safety Kleen for proper disposal.

7.5 Air Emissions

No air emission sources requiring permits were observed at the subject property during the site reconnaissance.

7.6 PCBs

In general, all PCB-designated transformers were required to be replaced with non-PCB-designated transformers when PCBs were designated as a carcinogen by the EPA in 1977. Transformers are currently classified as PCB-containing if their cooling oils contain greater than 50 milligrams per liter (ppm) total PCBs.

During the site reconnaissance, no pad-mounted electrical transformer were observed on the subject property.

7.7 Solid Waste

Solid waste on the subject property is collected in a 10-cubic yard dumpsters situated in the storage shed. The dumpsters were noted to contain miscellaneous cardboard at the time of the Property reconnaissance and no indication of potentially hazardous material disposal was noted during EMA's reconnaissance.

7.8 Asbestos Containing Materials (ACMs)

The potential for the presence of friable ACM was evaluated based on the age of the improvements, dates of renovation and other relevant information. Appendix G of the USEPA Guidance Document: *Managing Asbestos in Place - A Building Owner's Guide to Operations and Maintenance Programs for Asbestos-Containing Materials* (the Green Book) was used as a guide in identifying suspect materials and the definition of suspect ACM and presumed asbestos containing material is taken from 29 CRF Parts 1910, et al. Occupational Exposure to Asbestos; Final Rule. It should be noted that asbestos may still be utilized in some non-friable products, such as sheet vinyl flooring, vinyl floor tiles, floor tile mastic, joint compound, asbestos-cement board and roofing materials, as these materials may still be manufactured and installed in the United States. The level of the preliminary evaluation performed was not designed to comply with the survey requirements of the Asbestos Hazard Emergency Response Act (AHERA), 40 Code of Federal Regulations (CFR) Part 763, National Emission Standard for Hazardous Air Pollutants (NESHAP) 40 CFR 61, Occupational Safety and Health Administration (OSHA) 29 CFR Part 1926.1101, or other local, state or federal regulations, but has been conducted per accepted industry practices to satisfy the scope of work of the rating agencies and/or lenders. A finding in this report of "ACM is not a significant concern" or "No significant asbestos was identified" should not be interpreted as "the building is asbestos free".

Based on the original date of construction (prior to 1981) construction materials may contain asbestos and the Occupational Safety and Health Administration (OSHA) regulation 29 CFR 1926.1101, requires certain construction materials to be presumed to contain asbestos, for purposes of this regulation. All thermal system insulation (TSI) and surfacing material that are present in a building constructed prior to 1982 and have not been appropriately tested are presumed asbestos containing material (PACM). No asbestos sampling was conducted as part of this assignment.

7.9 Pesticides

No visual evidence of pesticides use on the property was observed during the site reconnaissance. A review of the historical aerial photographs did not reveal the presence of any agricultural activities and/or nursery at the subject site.

7.10 Radon

High radon readings are typically found and tested in areas of geologic activity, and in cold-weather climates where structures have inadequate ventilation and below grade construction. Radon levels of 4 picocuries per liter (pCi/L) or greater are considered significant readings.

The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action limit of 4.0 picoCuries per Liter (pCi/L). It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L.

7.11 Wetland

There are no wetlands on the subject property or within the vicinity of the subject property. The review of aerial photographs, topographic maps and personal interviews with local agencies staff did not indicate the presence of wetlands site on the subject property, nor in the vicinity of the subject site.

7.12 Oil Wells

California Division of Oil and Gas (DOG) maps and records were researched for data regarding the presence of petroleum-producing properties and/or "wildcat" oil or gas wells in the site vicinity. No oil and gas wells were identified on the subject site.

7.13 Landfills

There are no landfills on the subject property or within the vicinity of the subject property. A review of historical aerial photographs, topographic maps, personal interviews with local agencies staff and government database report did not indicate the presence of landfills site on the subject property, nor in the vicinity of the subject site.

8.0 INTERVIEWS

8.1 Interviews with Owner

The owner was not available for an interview at the time of the site inspection.

8.2 Interviews with Site Manager

The Key Site Contact, Mr. Dean Mariani, was available for an interview at the time of the site inspection.

8.3 Interviews with Occupants

Property occupants were available for interview at the time of site inspection.

8.4 Interviews with Local Government Offices

City of Los Angeles Building and Safety Department

City of Los Angeles Fire Department

County of Los Angeles Department of Public Health

County of Los Angeles Department of Public Works

South Coast Air Quality Management District

California Regional Water Quality Control Board

9.0 FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

9.1 Findings

A *recognized environmental condition (REC)* refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The following was identified during the course of this assessment:

- EMA identified recognized environmental conditions in connection with the property during the course of this assessment. The recognized environmental conditions included drainage/belowground clarifier associated with auto washing operations at the site. In addition, significant stains were observed in the vicinity of hazardous materials/hazardous wastes storage areas at the site.

A *controlled recognized environmental condition (CREC)* refers to 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, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the course of this assessment:

- EMA did not identify any controlled recognized environmental conditions during the course of this assessment.

A *historical recognized environmental condition (HREC)* refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of this assessment:

- EMA identified historical recognized environmental conditions during the course of this assessment. The recognized environmental conditions included operation of a service station, Wash Rack with a clarifier, grease pit and a junk yard at the site in the past. The owner of the service station was indicated Standard Oil Company. A further review of records indicated that an application for grading permit for the storage tank backfill was filed on August 22, 1975. It is unknown whether the tank(s) were abandoned in-place by backfilling. It is unknown how many tanks were installed/removed and/or abandoned in-place associated with the former auto service station owned by Standard Oil Company at the site.

CONCLUSIONS, OPINIONS AND RECOMMENDATIONS

EMA has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E1527-13 of 2001-2005 Sacramento Street; 1024 Mateo Street; 2015 Bay Street, Los Angeles, Los Angeles County, California (the "subject property"). Any exceptions to, or deletions from, this practice are described in Section 1.5 of this report. This assessment has revealed evidence of recognized environmental conditions in connection with the property. Based on the conclusions, EMA recommends further investigation at the site. Further investigation should be conducted in eth following potential areas of concern:

- Conduct a geophysical survey to determine presence and/or absence of underground storage tanks at the site.
- Conduct subsurface investigation (i.e. sampling and laboratory analyses, etc.) in the vicinity of former underground storage tanks, former and current clarifiers, grease pit, and hazardous materials/hazardous wastes storage areas, etc.

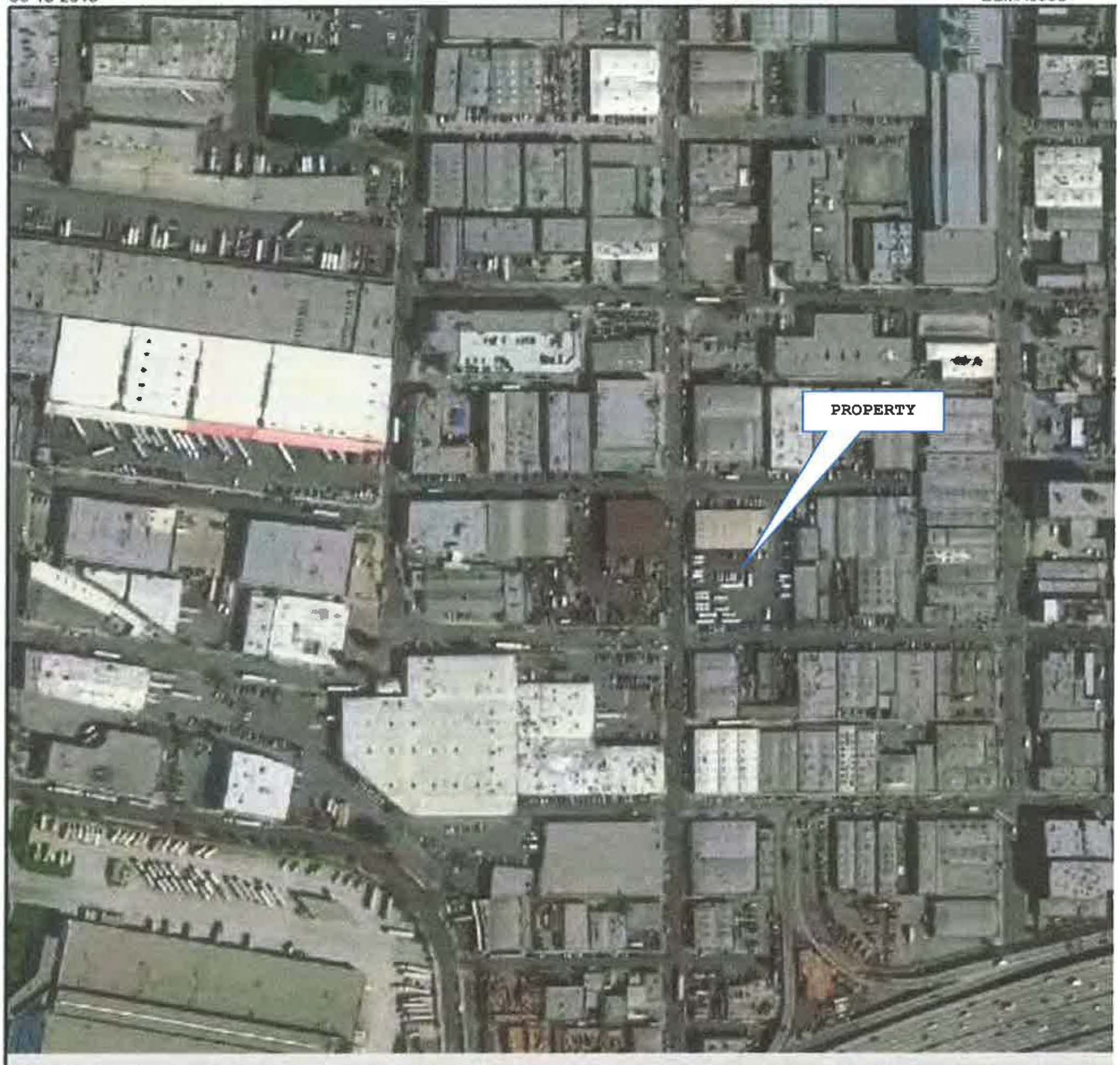
10.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

We declare that, to the best of our professional knowledge and belief, we meet the definition of *Environmental professional* as defined in §312.10 of 40 CFR 312" and We have the specific qualifications based on education, training, and experience to assess a *property* of the nature, history, and setting of the subject *property*. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Khalid Mahmood
Project Director

FIGURES

06-18-2015 EEMA8998



Scale: 1 inch to 500 feet

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3768109 meters
UTM Zone: NAD 11

SITE LOCATION MAP

N↑

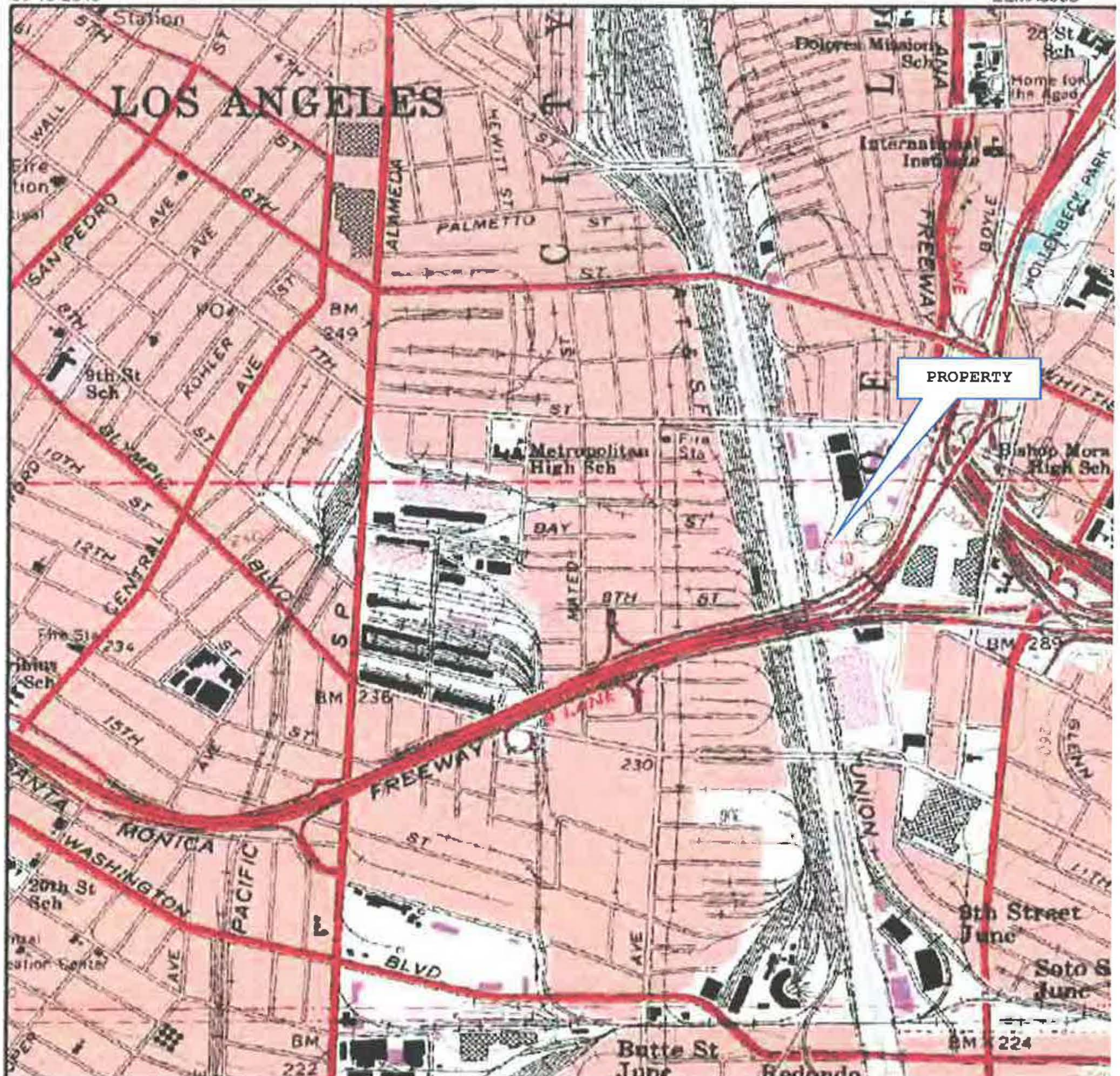
Environmental Managers & Auditors, Inc.
26500 Agoura Rd, Suite 102-374
Calabasas, CA 91302

Site Name: 2001-2005 Sacramento Street ; 1024 Mateo Street; 2016 Bay Street, Los Angeles, CA

Project No.: 2015-486-01

06-18-2015

EEMA8998



Scale: 1.6 inches to 1/2 mile

UTM North is straight up

Longitude: -118° 13' 56"
Latitude: 34° 1' 52.4"

UTM Easting: 386242 meters
UTM Northing: 3766109 meters
UTM Zone: NAD 11

SITE VICINTY MAP	N↑
Environmental Managers & Auditors, Inc. 26500 Agoura Rd, Suite 102-374 Calabassas, CA 91302	**Site Name: 2001-2005 Sacramento Street ; 1024 Mateo Street; 2016 Bay Street, Los Angeles, CA** **Project No.: 2015-486-01**

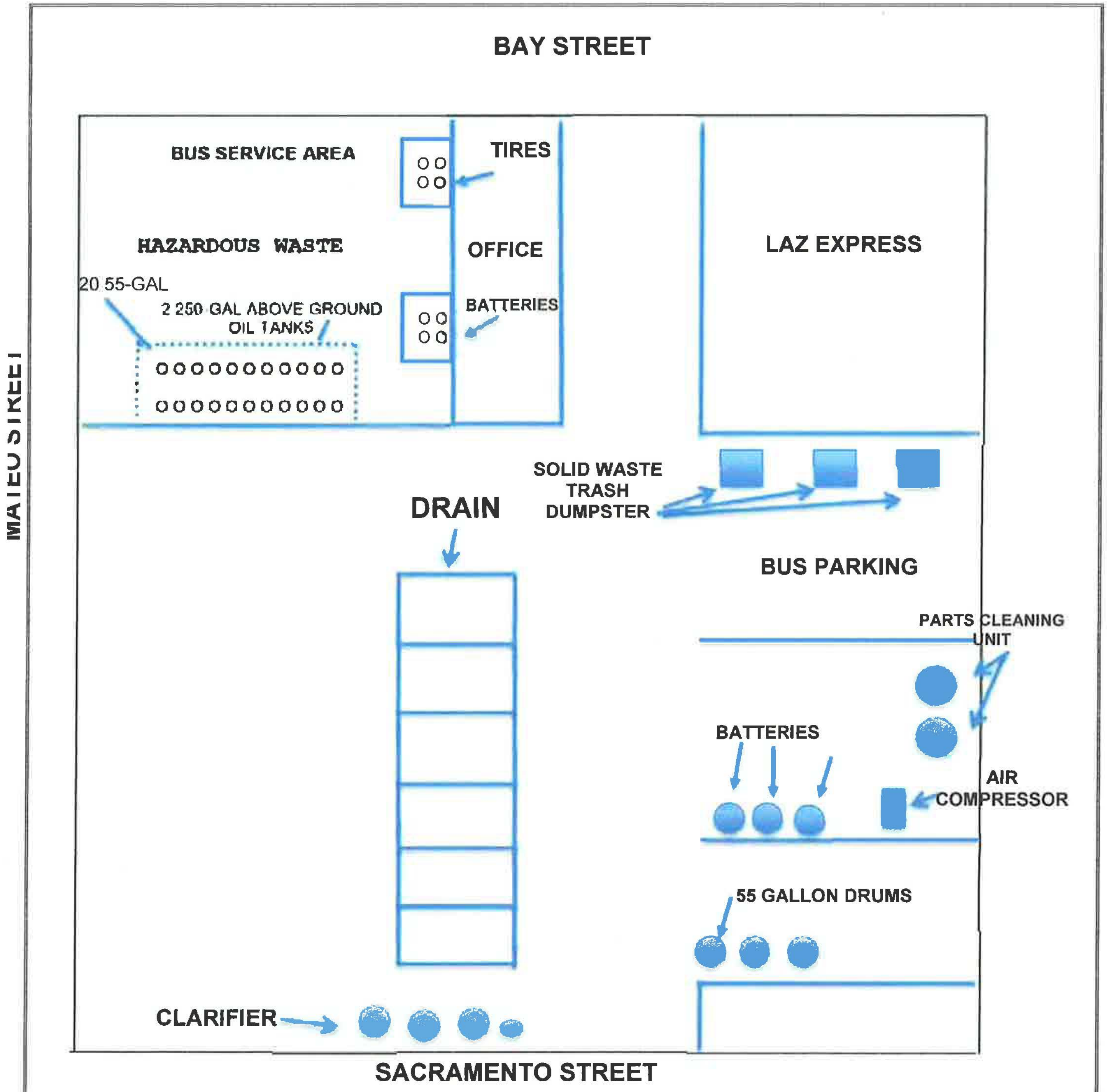
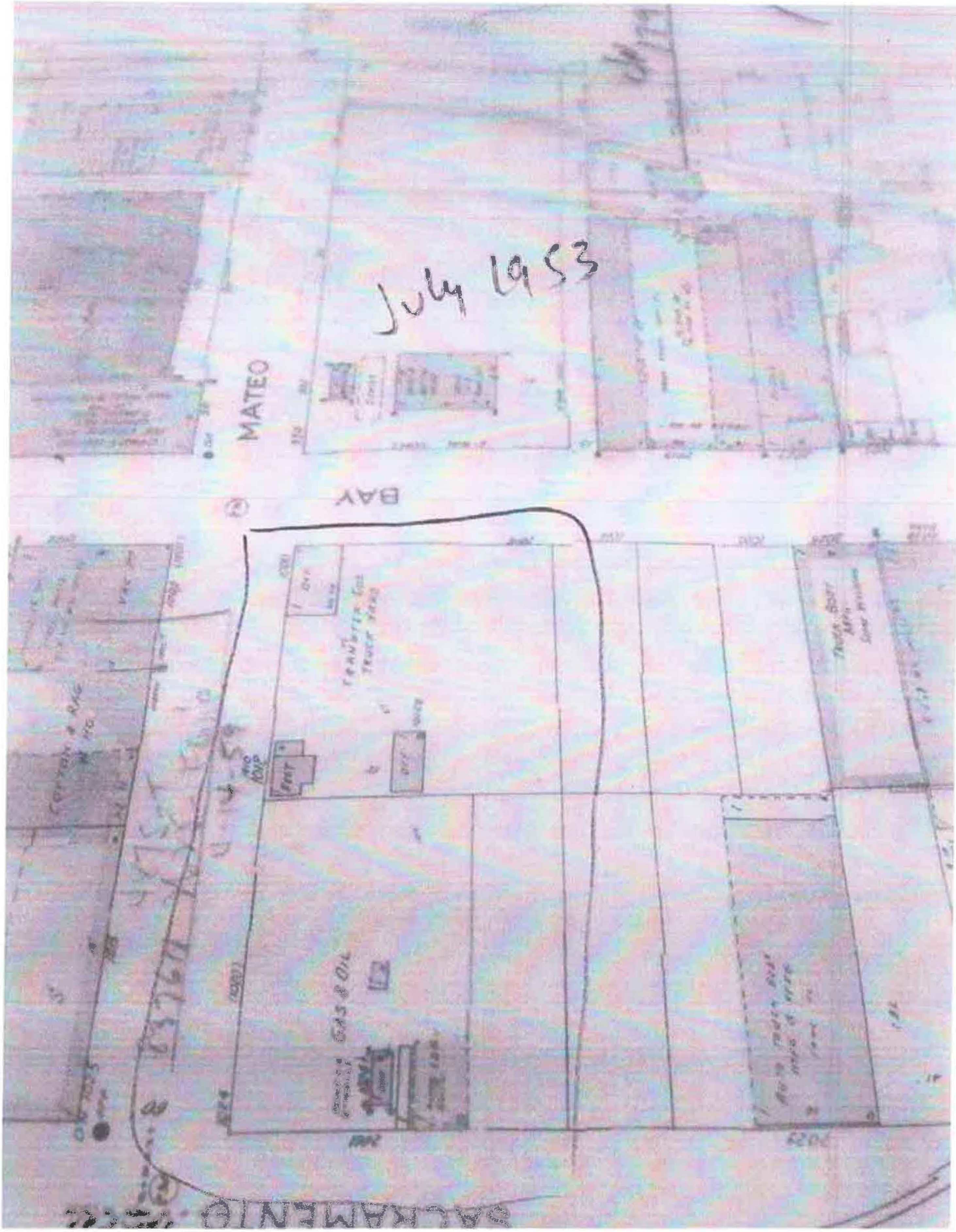
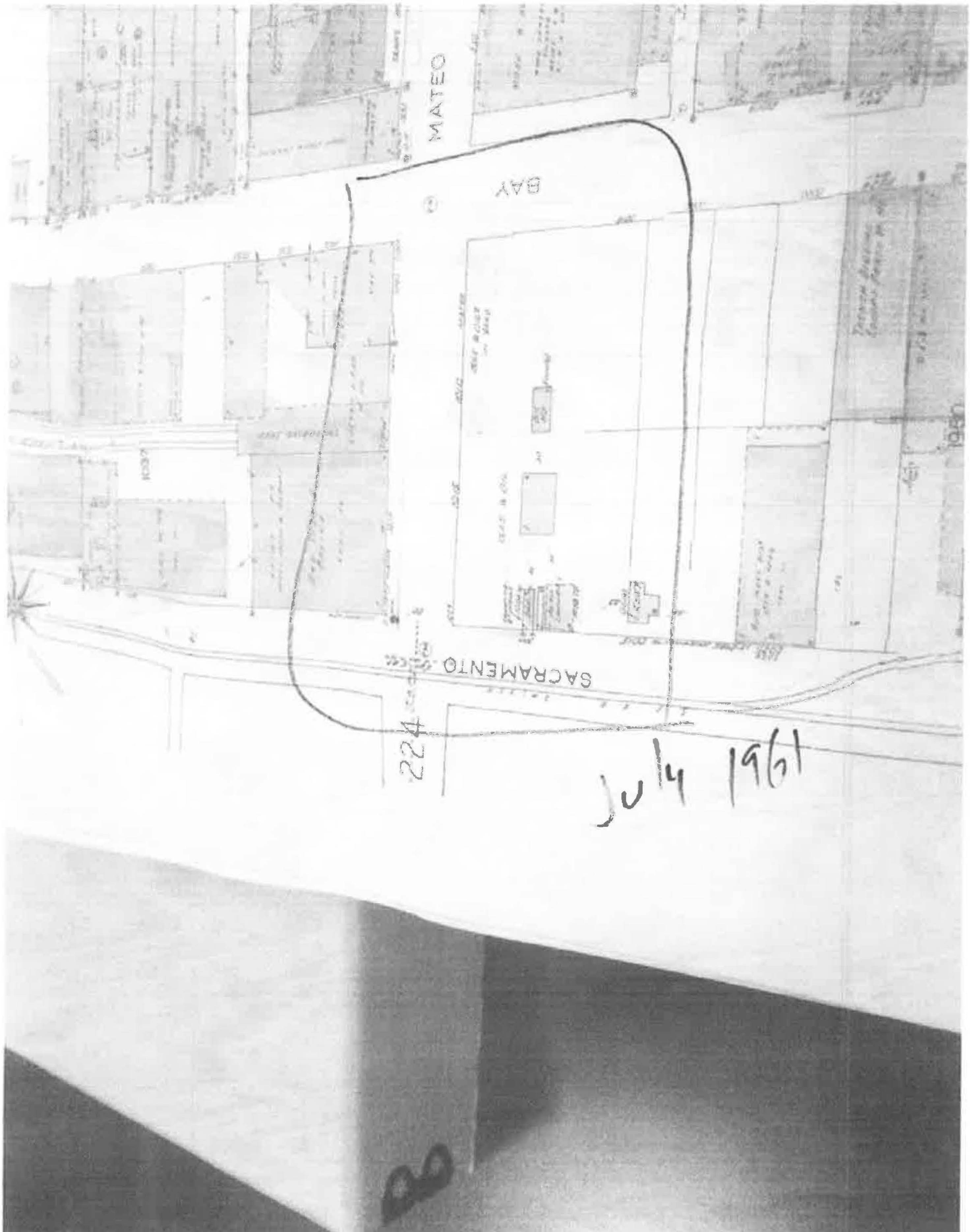
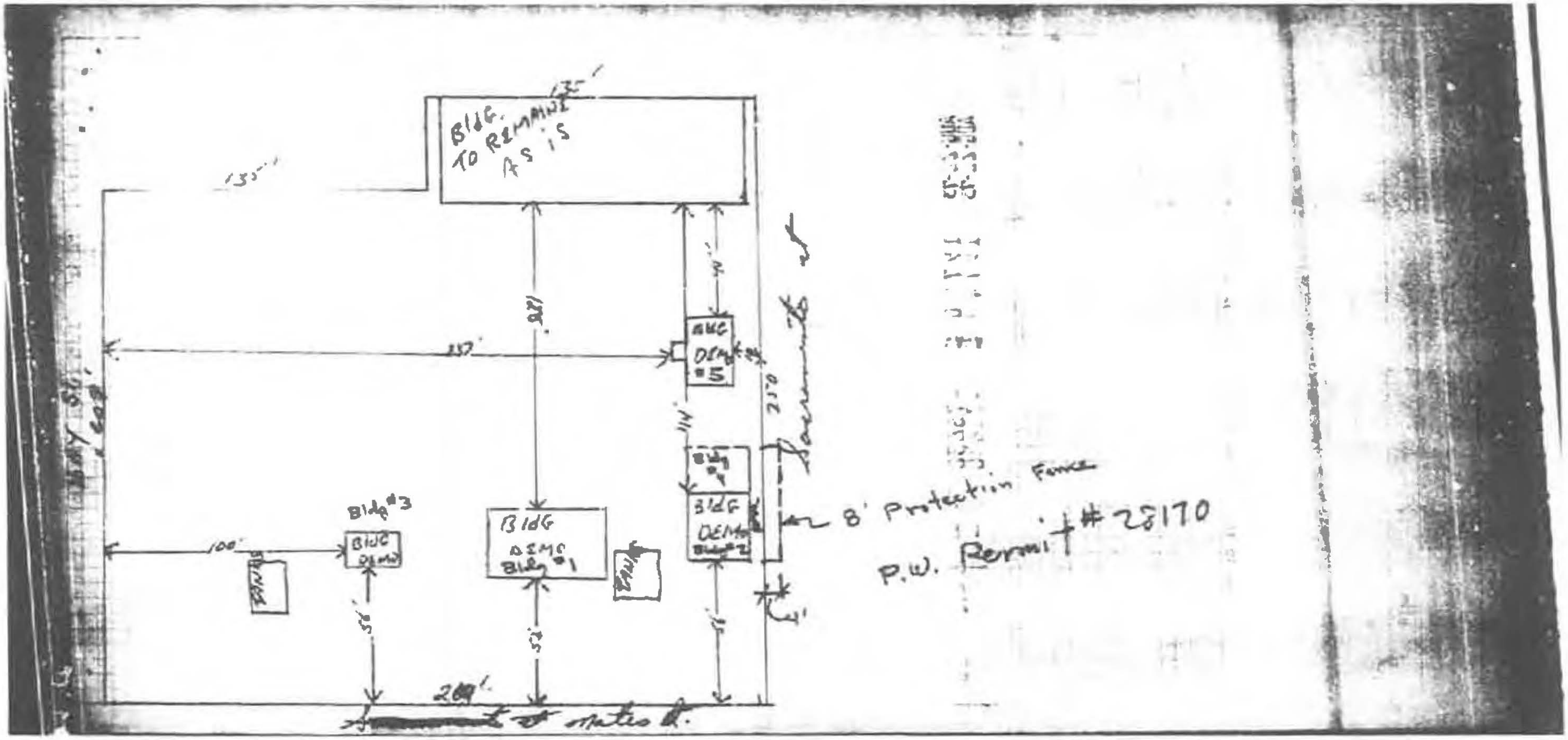


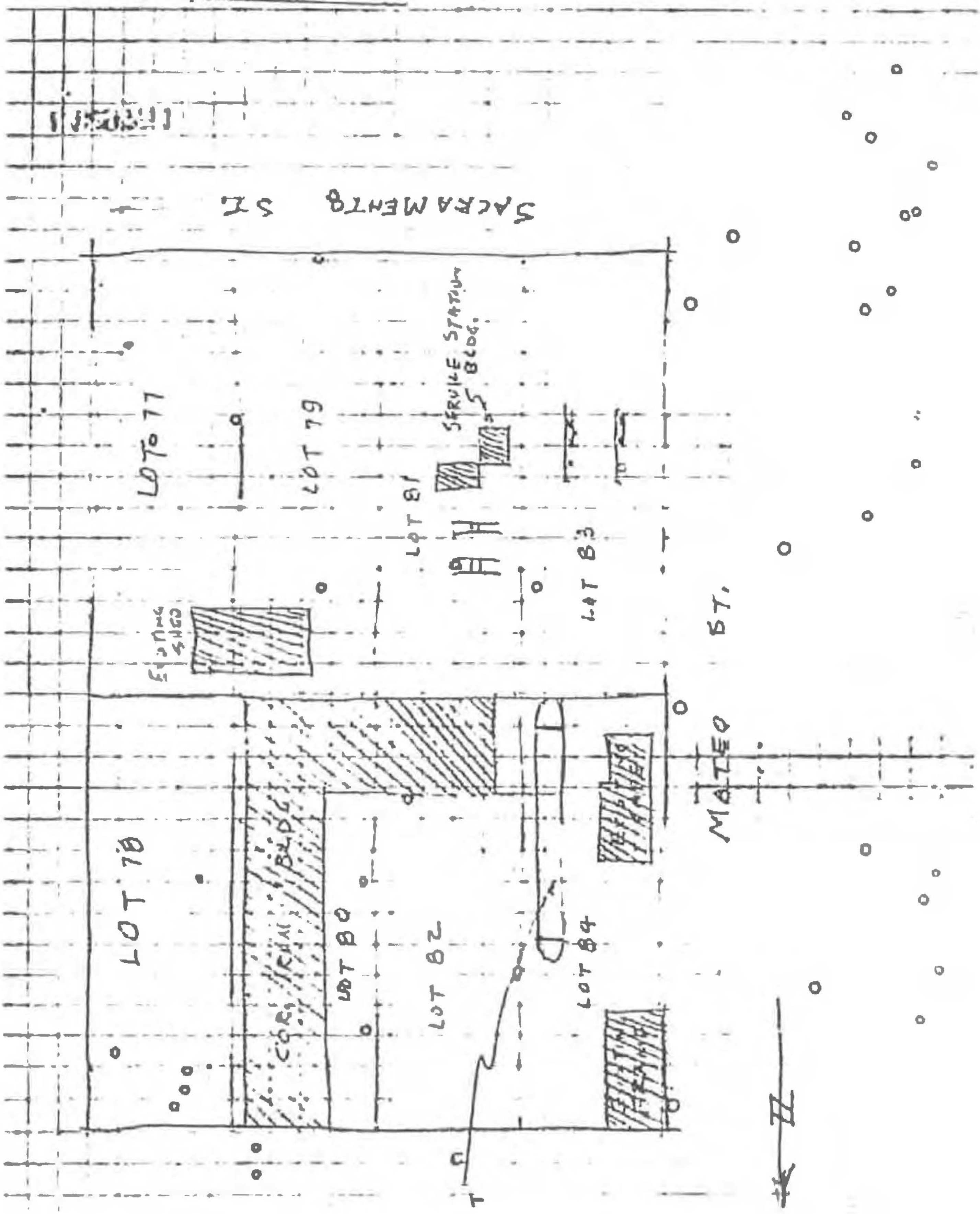
FIGURE 3. SITE LAYOUT MAP	DRAWING NOT TO SCALE ↑ N
Environmental Managers & Auditors, Inc. 26500 Agoura Rd, Suite 102-374 Calabassas, CA 91302	Site Name: 2001-2005 Sacramento St, 1024 Mateo St and 2016 Bay St. Los Angeles CA. 91402 Project No.: 2015-786-01


July 1953
MATEO
BAY
SACRAMENTO
COTTON & RAG
GAS & OIL


MATEO
BAY
SACRAMENTO
224
July 1961


BAY St.
BLDG. TO REMAIN AS IS
135'
Bldg #3
BLDG DEMO
BLDG DEMO Bldg #1
BLDG DEMO #5
Bldg #4
BLDG DEMO Bldg #2
TANK
TANK
100'
237'
114'
270'
8' Protection Fence
P.W. Permit #28170
Sacramento St
Mateo St.

Not sufficient driveway information. See Engineer Room City Hall



Appendix B
Geophysical Surveying Report

GEOVision
geophysical services

August 12th, 2015

Project Number 15288

David Johannes
Certified Environmental Consultants, Inc.
1206 Harris Avenue
Camarillo, CA 93010
(805) 388-8970

Subject: Geophysical Investigation at 2016 Bay Street, Los Angeles, California

Dear Mr. Johannes:

A geophysical survey was conducted on July 24th and 29th, 2015 at the above mentioned property. The purpose of the geophysical survey was to screen an approximate 180 by 150 ft area for underground storage tanks (USTs). Surface metallic objects that interfered with the geophysical investigation included fences, an above-ground storage tank, reinforced concrete, reinforced concrete mesh, parked vehicles, busses and other surface structures.

METHODOLOGY

The geophysical instruments used during this investigation included a Geometrics G-858 magnetometer (G-858), a Geonics EM-61Mk2A high frequency metal detector (EM-61), a Geonics EM-31 conductivity meter (EM-31) and a GSSI SIR-20 ground penetrating radar (GPR) with 400-MHz antenna.

Details on these geophysical methods can be found in the attached technical note titled "Geophysical Techniques for Shallow Environmental Investigations."

FIELD PROCEDURES

Before conducting the geophysical survey, a 10- by 10-foot grid was marked on the ground within the survey area using surveyor paint. The survey area consisted of an asphalt lot with areas of reinforced concrete and reinforced concrete mesh. The grid was bound by a chain link fence to the south and west and buildings to the north and east. Obvious surface cultural features that could potentially affect the geophysical data (i.e. reinforced concrete, etc.) were identified in the field and plotted onto a scaled, hand-drawn site map. A site map showing the location of the geophysical survey area and surficial features is attached as Figure 1.

Measurements of the earth's total magnetic field intensity and vertical gradient were made with the G-858 at 0.2-second intervals as the operator walked along parallel approximately south to north (S-N) survey lines nominally spaced 5 feet apart. A marker was inserted in the data at 10 ft intervals. The 0.2-second sampling interval resulted in an average station spacing of about 0.5 feet. The magnetic data were stored in the internal memory of the magnetometer along with time of measurement. Magnetic data were downloaded to a laptop computer at the end of the magnetic survey.

EM-61 measurements were made at 2.5 foot intervals along approximately south to north (S-N) survey lines spaced 5 feet apart using the 10-foot grid points for spatial control. The EM-61 data were stored in a digital data logger along with line and station number. EM-31 measurements were made at 5 foot intervals along approximately south to north (S-N) survey lines spaced 5 feet apart using the 10-foot grid points for spatial control. The EM-31 data were stored in a digital data logger along with line and station number. EM-61 and EM-31 data were downloaded to a laptop computer upon completion of the survey.

GPR data were acquired semi-continuously (12 scans per foot), as a cart mounted 400 MHz antenna was pushed along survey lines spaced approximately 5 ft apart along south to north (S-N) and west to east (W-E) survey lines. The GPR antenna was attached to a survey cart with an integrated survey wheel for spatial control. GPR data were viewed in real time on the SIR-20's monitor and saved to the instrument's hard disk. All field copies of GPR data are retained in the project files.

DATA PROCESSING

EM & Magnetic Data

Color-enhanced contour maps of the magnetic, EM-61 and EM-31 data were generated using the Oasis montaj® geophysical mapping system. Prior to contour map generation, a number of preprocessing steps were completed and included:

- Backup of all original field data files.
- Correcting of all data acquisition errors (typically only deleting the first portion of a reacquired line, renaming lines incorrectly labeled, deleting additional readings outside the grid, etc.).
- Reformatting field data files to free format XYZ files containing line number, station, time (if applicable) and field measurements.

- Applying small adjustments to EM-61 and/or EM-31 station locations to compensate for data being recorded while the operator was walking.
- Merging of multiple data files into a single file and sorting, if necessary.

The output of the data preprocessing was a data file containing line and station number and the geophysical measurements. These data files were imported into the Oasis montaj® mapping system and the following data processing steps applied:

- Reformatting of data files to Oasis montaj® format.
- Generating final map scale.
- Gridding data using a 1- to 2.5-foot cell size.
- Masking grid in areas where data were not acquired (i.e. around site perimeter).
- Applying a Hanning filter to smooth the data, if necessary.
- Generating color zone file describing color for different data ranges.
- Contouring the data.
- Generating map surrounds (title block, legend, scale, color bar, north arrow, etc.).
- Annotating anomalies.
- Merging various plot files and plotting final map.

GPR Data

GPR data were processed using the program GPR-Slice v7 by Geophysical Archaeometry Laboratory, Inc. After the data were downloaded from the GPR unit, raw data were imported into GPR-Slice. Processing included the following steps:

- Create info file(s) that contain(s) spatial information for each traverse.
- Editing info file(s) to account for collection in reverse direction or varying geometry.
- Merging multiple info files into a primary info file, as necessary.
- Convert data into program compatible 16 bit format.
- Batch gain and remove data wobble.
- Create navigational notations for slicing using artificial or field markers.
- Apply filters such as Hilbert or boxcar, as necessary.
- Apply deconvolution and migration, as necessary.
- Slice/resample data using multiple time slices of chosen time thickness and overlap.
- Output time data into XYZ coordinates for gridding and presentation.

Color-enhanced contour maps of the GPR time slices were generated in the GPR-Slice program and output in jpeg format for review.

Additionally, to further characterize anomalies interpreted in the GPR time slice data, selected radargrams were converted to bmp format for review.

RESULTS

Color-enhanced contour maps of the magnetic vertical gradient response, the EM-61Mk2A differential response and EM-31 conductivity response are presented as Figures

2, 3 and 4, respectively. Color-enhanced contour maps of the magnetic total field response, EM-61 Channel 3 response and the EM-31 in-phase response were also generated. However, these maps are not presented as they did not reveal additional information and were, therefore, considered redundant.
The coordinates shown in the contour maps (Figures 2, 3 and 4) reference the relative geophysical coordinate system shown in Figure 1. The color bar indicates the amplitude of the measured quantity with magenta and cyan indicating high and low amplitudes, respectively. Light orange, yellow and light green indicate average "background" values of the measured quantity.

A depth slice of the 3D GPR data at a depth of about 2 to 3 ft is presented as Figure 5 and selected GPR radargrams were output and are presented in Figure 6. Additional radargrams were generated, but are not presented as they did not reveal additional information and were, therefore, considered redundant. The distances shown on the radargrams reference the relative geophysical coordinate system.

Due to the presence of reinforced concrete over the majority of the site, the geophysical instruments that were of most use at this site were the magnetometer and the GPR. Especially in the case of the EM-61 and the EM-31 data, the reinforced concrete may mask the responses of any targets beneath the reinforcement. Even for the magnetometer and the GPR, the size of the target and the spacing of the reinforcement also have effects on the instruments' ability to see beneath the reinforced areas. Interpretation of anomalies is limited to sources that are large enough to be imaged through the reinforcement, or, in the case of GPR, in between the gaps in the rebar.

Several anomalies caused by surface metallic objects are evident on the contour maps of the magnetic and EM data. These anomalies are labeled "SM" on the respective contour maps. These surface metallic objects correspond to buildings, posts, vehicles and other surface structures.

One small anomaly exists in the EM-61 and EM-31 data and is labeled B on Figures 3 and 4. This anomaly has a much smaller geophysical signature than expected for a UST. The source of the anomaly is likely a small buried metallic object or debris, as it does not appear in the Magnetometer data (Figure 2).

One linear anomaly appears in the EM-31 data and is labeled P on Figure 4. The source of this anomaly is likely a buried pipe, pipe segment or other linear object.

There is one anomaly located outside the area of reinforced concrete, imaged in all data sets, labeled as A-1 in Figures 2 through 6. Anomaly A-1 has a similar response to the reinforced concrete areas in the EM-61 and EM-31 data (Figures 3 and 4). The magnetic vertical gradient response of anomaly A-1 (Figure 2), however, is more prominent than the areas of reinforced concrete, indicating the source of the anomaly is likely larger or contains more metal. However, the magnetic response is not indicative of a typical, cylindrical metallic UST.

In the 3D GPR data, anomaly A-1 appears from approximately 42 to 62 North and 10 to 50 East (Figure 5). This depth slice, at a depth of approximately 2-3 feet below ground surface, illustrates that the maximum reflectivity of anomaly A-1 occurs beneath most of the reinforced concrete areas visible in the EM data. Some reinforced concrete mesh is still visible in the GPR data and is labeled RC and several small buried objects are labeled as B on Figure 5.

Selected radargrams presented in Figure 6 indicate the source of anomaly A-1 is a reinforced concrete area with several 2-3 foot gaps in the reinforcement. These gaps in the reinforcement occur where there are corresponding gaps in the EM anomalies (Figures 3 and 4). The presentation of this anomaly is not typical of a steel UST. This anomaly may be related to other infrastructure from the former service station or former pump islands. Several other features, likely caused by small buried pieces of debris, rubble or pipes are labeled as B/P on Figure 6.

There are no other anomalies within the geophysical data that exhibit the typical response for a UST. However, it cannot be fully discounted that a UST may be present in the areas of surface metallic objects that could not be surveyed. Although the surface reinforced concrete pads mask EM-61 and EM-31 data, the magnetic data appears to indicate the large metallic objects, such as USTs, are not present beneath the concrete.

The geophysical survey was designed to locate all buried metallic utilities and metallic objects the size of a 500-gallon tank or larger. It is our opinion that the geophysical survey was appropriately designed to locate all such objects less than about 8 feet deep; except in portions of the survey area where data was affected by subsurface utilities or surface structures, such as metallic debris, reinforced concrete mesh and other large surface metallic objects.

If you have any questions concerning this investigation, please call us at 951-549-1234.

Sincerely,

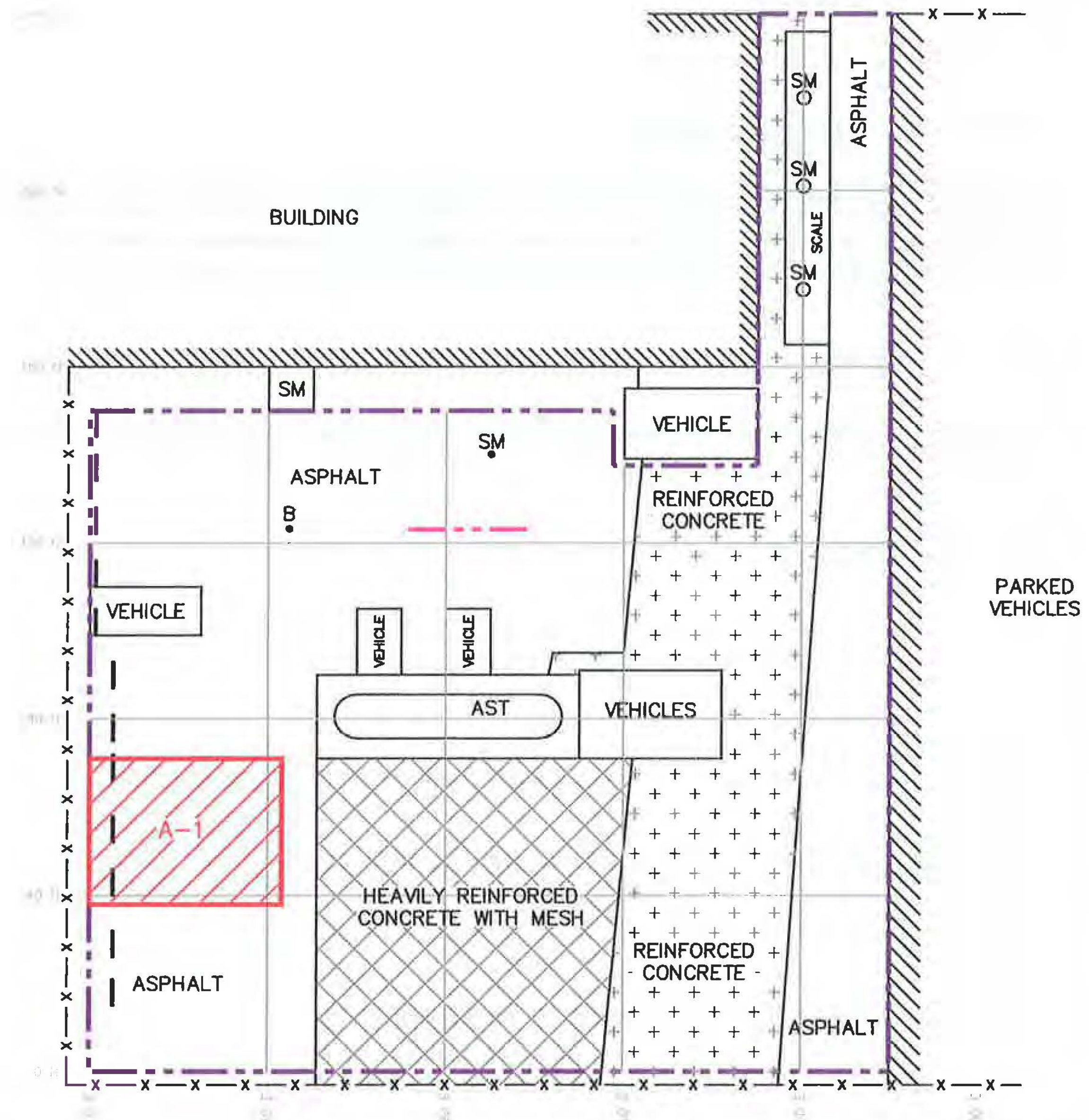
Emily Feldman
Senior Staff Geophysicist
GEO*Vision* Geophysical Services

Attachments:

Figure 1 - Site Map with Geophysical Interpretation
Figure 2 - Color Contour Map of the Magnetic Vertical Gradient Response

Figure 3 - Color Contour Map of the EM-61Mk2A Differential Response
Figure 4 - Color Contour Map of the EM-31 Conductivity Response
Figure 5 - Selected 3D GPR Depth Slice from 2-3 ft
Figure 6 - Selected Radargrams from GPR Data

Technical Note – Geophysical Techniques for Shallow Environmental Investigations



LEGEND

- RELATIVE COORDINATE SYSTEM OF GEOPHYSICAL SURVEY AREA
- BOUNDARY OF GEOPHYSICAL SURVEY AREA
- FENCE
- SM — SURFACE METALLIC OBJECT / DEBRIS
- A-1 — ANOMALY AS DISCUSSED IN REPORT
- SUBSURFACE UTILITY OR LINEAR OBJECT
- B — SMALL BURIED METALLIC OBJECT OR DEBRIS
- HEAVILY REINFORCED CONCRETE WITH MESH
- REINFORCED CONCRETE

0 20 40 60
(feet)

GRID NORTH

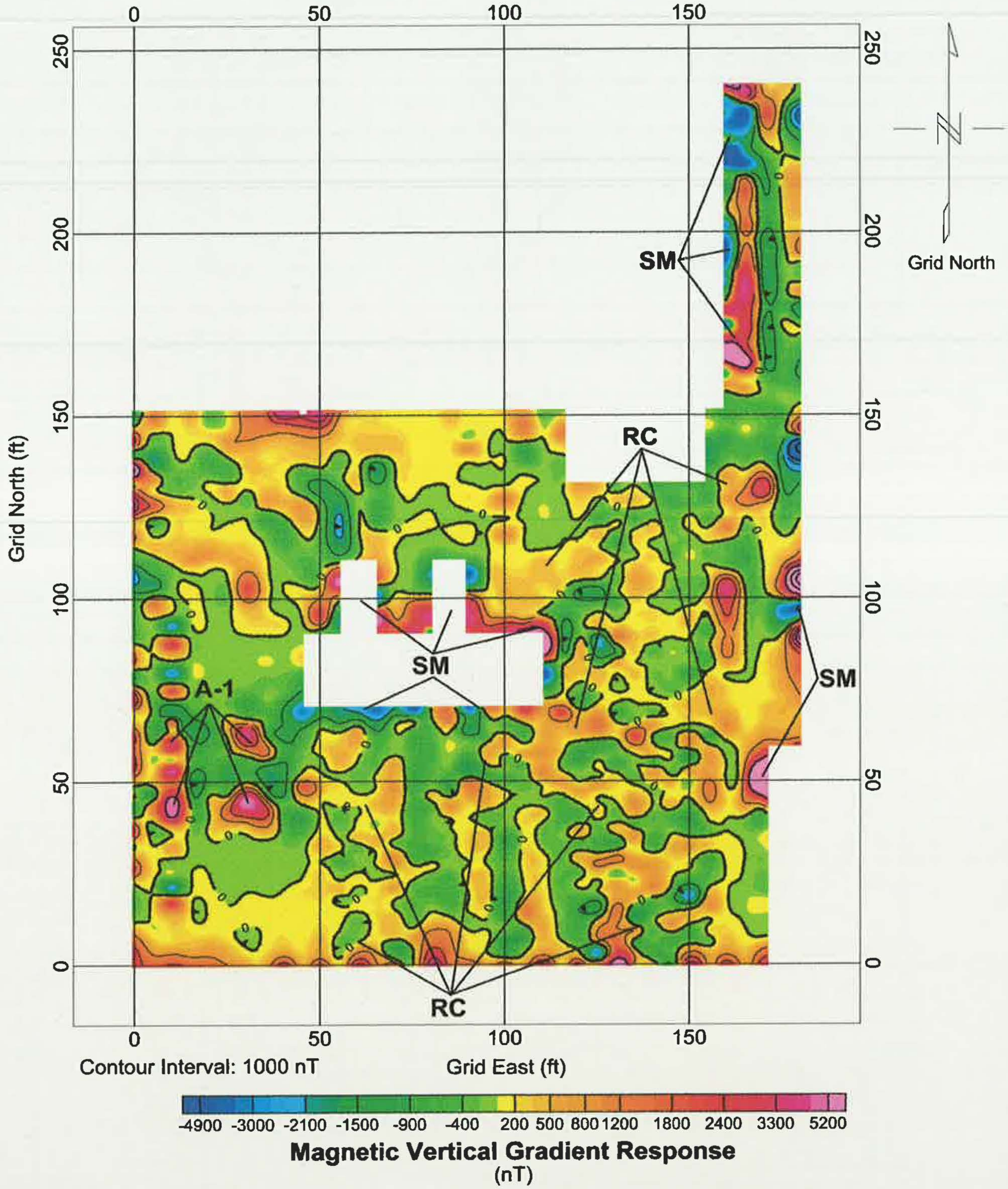
GEOVision
geophysical services

Project No.	15288
Date	Aug 12, 2015
Developed by	E FELDMAN
Drawn by	T RODRIGUEZ
Approved by	D CARPENTER
File Q:\15200-15299\15288\15288-1.dwg	

FIGURE – 1
SITE MAP WITH GEOPHYSICAL INTERPRETATION

SITE LOCATED AT
2016 BAY STREET
LOS ANGELES, CALIFORNIA

PREPARED FOR
CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.



LEGEND

SM Surficial Metallic Object
RC Reinforced Concrete or Mesh
A-1 Anomaly As Discussed In Report

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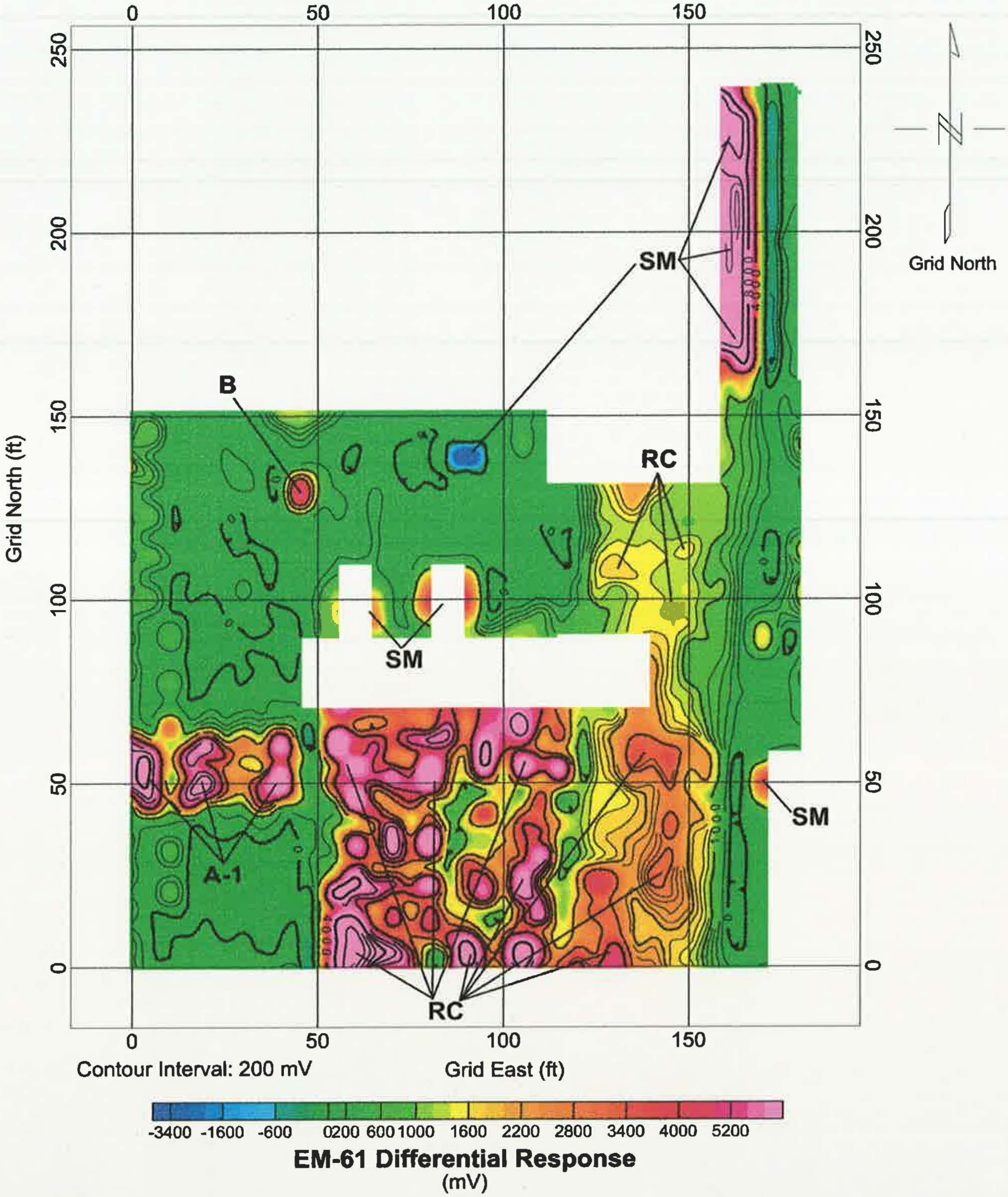
Figure 2

Magnetic Vertical Gradient Response

2016 Bay Street
Los Angeles, California

Prepared for Certified Environmental Consultants, Inc.



LEGEND

SM Surficial Metallic Object
RC Reinforced Concrete or Mesh
A-1 Anomaly As Discussed In Report
B Small Buried Metallic Object or Debris

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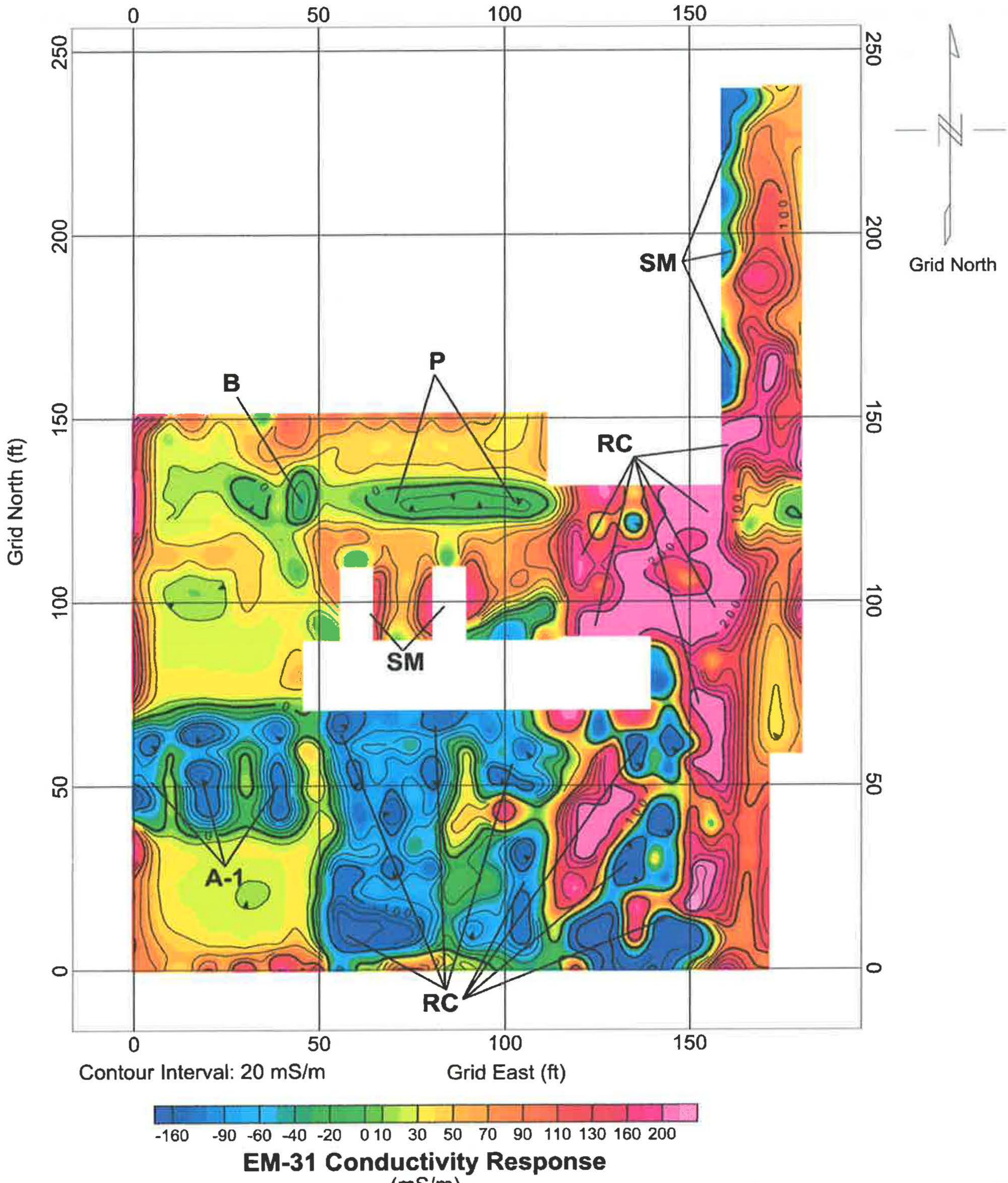
Figure 3

EM-61 Mk2A Differential Response

2016 Bay Street
Los Angeles, California

Prepared for Certified Environmental Consultants, Inc.



LEGEND

- **SM** Surficial Metallic Object
- **RC** Reinforced Concrete or Mesh
- **A-1** Anomaly As Discussed In Report
- **B** Small Buried Metallic Object or Debris
- **P** Subsurface Utility or Linear Object

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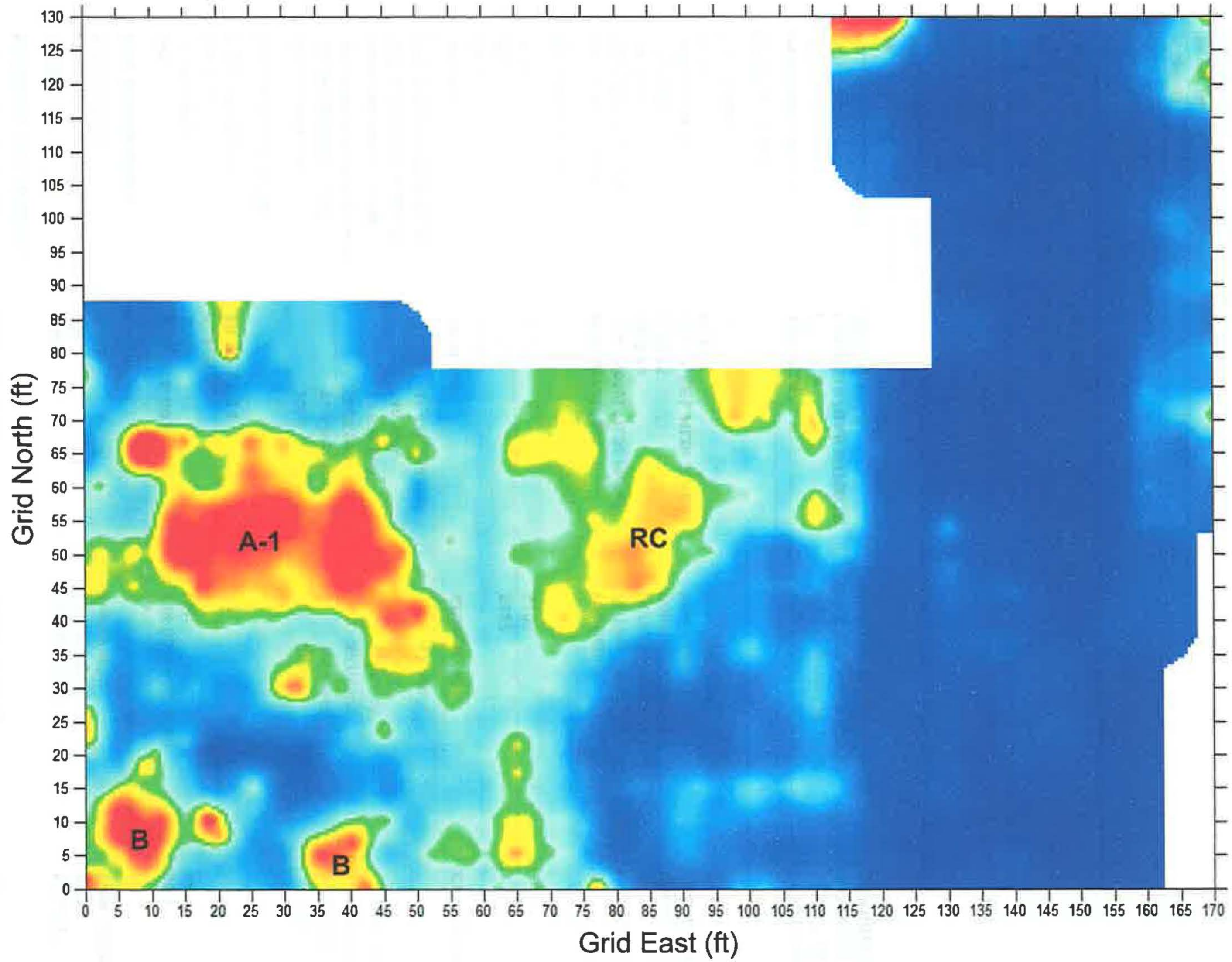
Figure 4

EM-31 Conductivity Response

2016 Bay Street
Los Angeles, California

Prepared for Certified Environmental Consultants, Inc.



LEGEND

A-1	Anomaly as Discussed in Report
RC	Reinforced Concrete/Concrete Mesh
B/P	Small Buried Object/Debris or Pipe/Pipe Segment

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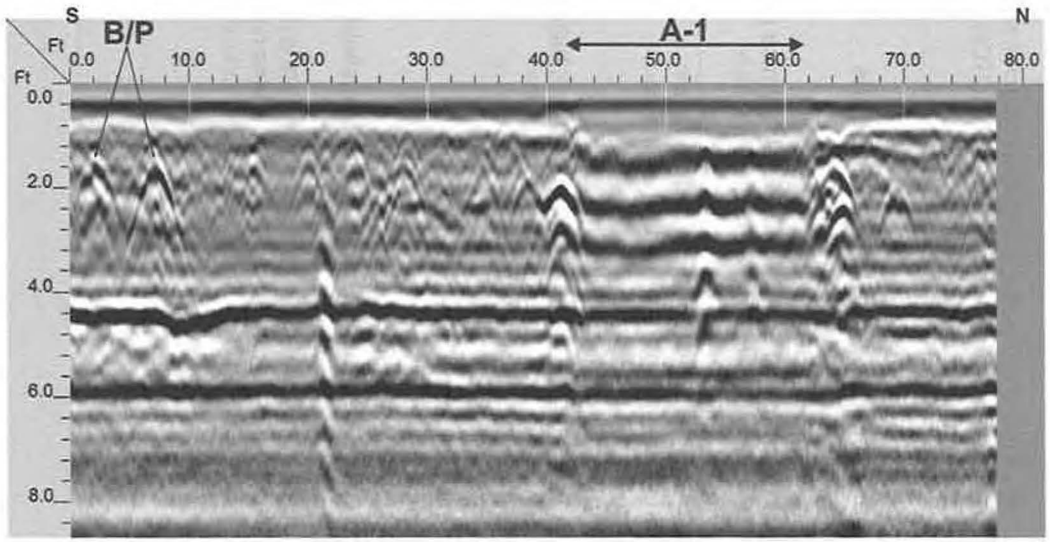
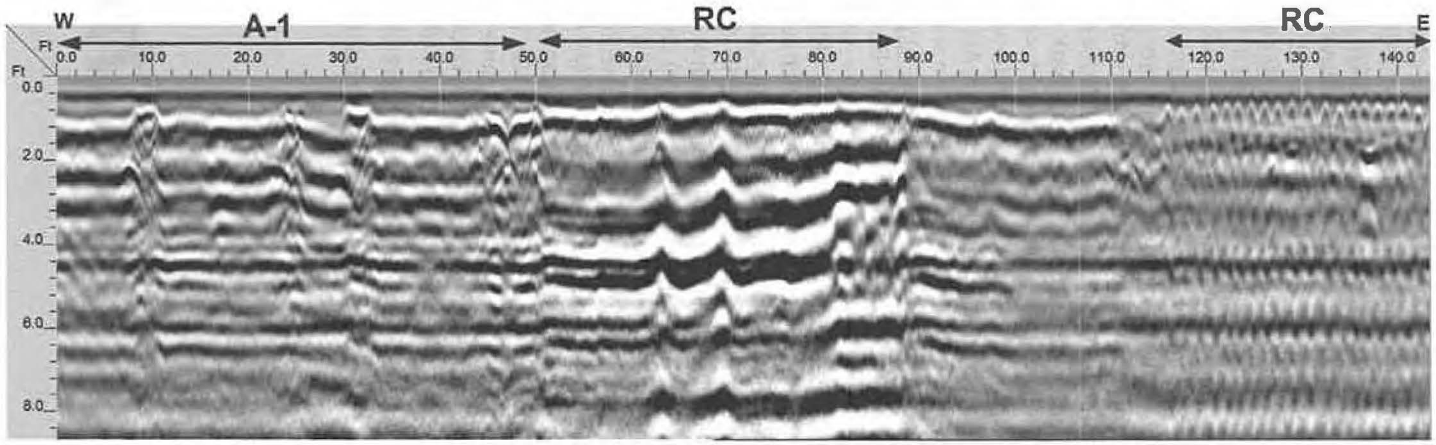
Project No.: 15288	FIGURE 5 SELECTED 3D GPR DEPTH SLICE (~2 - 3 FT)
Date: AUGUST 5, 2015	2016 BAY STREET LOS ANGELES, CALIFORNIA
Drawn By: E. FELDMAN	
Approved By: A. MARTIN	PREPARED FOR CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.



GPR Scan Along the Y-axis at 30 ft Grid East



GPR Scan along the X-axis at 45 ft Grid North

LEGEND

A-1 Anomaly as Discussed in Report

RC Reinforced Concrete/Concrete Mesh

B/P Small Buried Object/Debris or Pipe/Pipe Segment

GEOVision geophysical services	FIGURE 6 SELECTED RADARGRAMS
Project No.: 15288 Date: AUGUST 4, 2015	2016 BAY STREET LOS ANGELES, CALIFORNIA
Drawn By: E. FELDMAN Approved By: A. MARTIN	PREPARED FOR CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.

GEOPHYSICAL TECHNIQUES FOR SHALLOW ENVIRONMENTAL INVESTIGATIONS

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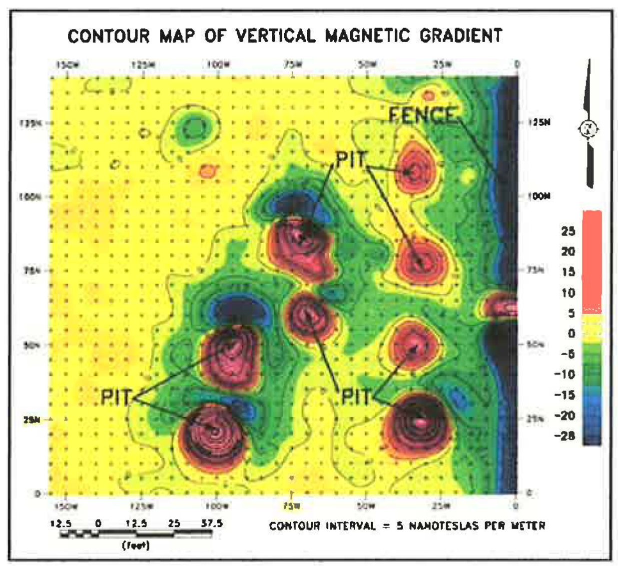
MAGNETIC METHOD

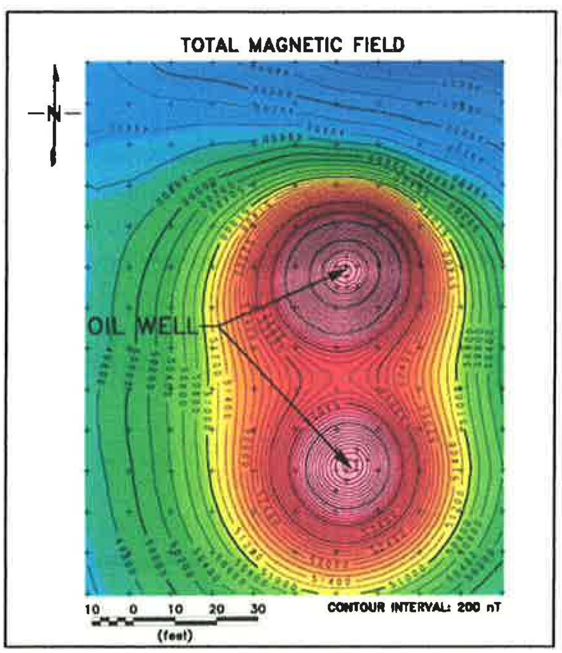
The magnetic method generally involves the measurement of the earth's magnetic field intensity or vertical gradient of the earth's magnetic field. Anomalies in the earth's magnetic field are caused by induced or remanent magnetism. Induced magnetic anomalies are the result of secondary magnetization induced in a ferrous body by the earth's magnetic field. The shape and amplitude of an induced magnetic anomaly is a function of the orientation, geometry, size, depth, and magnetic susceptibility of the body as well as the intensity and inclination of the earth's magnetic field in the survey area. The magnetic method is an effective way to search for small metallic objects, such as buried ordnance and drums, because magnetic anomalies have spatial dimensions much larger than those of the objects themselves. Typically, a single buried drum can be detected to a depth of about 10 feet. Larger metallic objects can often be located to greater depths. Induced magnetic anomalies over buried objects such as drums, pipes, tanks, and buried metallic debris generally exhibit an asymmetrical, south up/north down signature (positive response south of the object and negative response to the north).

Geometrics G858 Cesium Magnetic Gradiometer

Magnetic data is typically acquired along a grid with results being presented as color-enhanced contour maps generated by the Geosoft™ Mapping System or OASIS montaj. The approximate location and depth of magnetic objects can be calculated using the Geosoft™ UXO System.



Magnetic Survey to Locate Pits Containing Buried Metallic Containers



Magnetic Survey to Locate Abandoned Oil Wells

Magnetic surveys are typically conducted to:

- Locate abandoned steel well casings
- Locate buried tanks and pipes
- Locate pits and trenches containing buried metallic debris
- Detect buried unexploded ordnance (UXO)
- Map old waste sites and landfill boundaries
- Clear drilling locations
- Map basement faults and geology
- Investigate archaeological sites

ELECTROMAGNETIC METHODS

Electromagnetic (EM) methods typically applied to shallow environmental investigations include frequency domain EM methods, such as EM induction and EM utility location methods, time domain electromagnetic (TDEM) metal detection methods, and ground penetrating radar (GPR) methods.

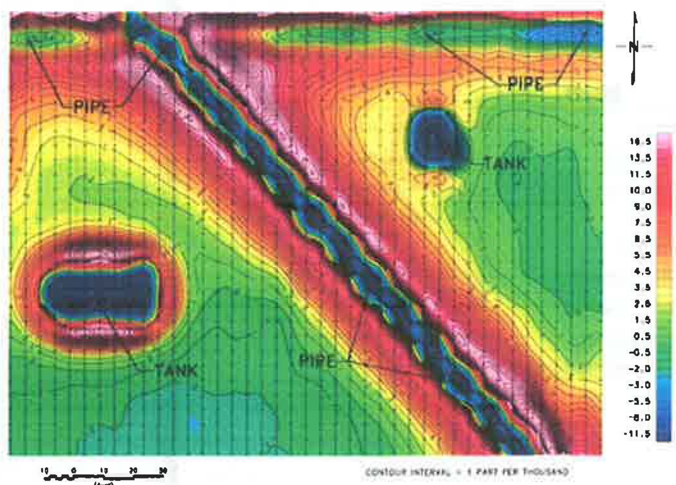
EM Induction Method

EM induction surveys are often conducted using the Geonics EM-31 terrain conductivity meter (EM-31). The EM-31 consists of a transmitter coil mounted at one end and a receiver coil mounted at the other end of a 3.7-meter long plastic boom. Electrical conductivity and in-phase component field strength are measured and stored along with line and station numbers in a digital data logger. In-phase component measurements generally only respond to buried metallic objects; whereas conductivity measurements also respond to conductivity variations caused by changes in soil type, moisture or salinity and the presence of nonmetallic bulk wastes. The EM-31 must pass over or immediately adjacent to a buried metallic object to detect it. Typical EM-31 anomalies over small, buried metallic objects consist of a negative response centered over the object and a lower amplitude positive response to the sides of the object. When the instrument boom is oriented parallel to long, linear conductors such as pipelines a strong positive response is observed. The EM-31 can explore to depths of about 6 meters, but is most sensitive to materials about 1 meter below ground surface. Single buried drums can typically be detected to depths of about 5 feet.

Geonics EM-31 Terrain Conductivity Meter

EM-31 surveys are typically conducted to:

- Locate buried tanks and pipes
- Locate pits and trenches containing metallic and/or nonmetallic debris
- Delineate landfill boundaries
- Delineate oil production sumps and mud pits
- Map conductive soil and groundwater contamination
- Map soil salinity in agricultural areas
- Characterize shallow subsurface hydrogeology
  - Map buried channel deposits
  - Locate sand and gravel deposits
  - Locate conductive fault and fracture zones



Geonics EM-31 Survey to Locate Underground Storage Tanks

EM Utility Location Methods

EM utility locators; such as the Metrotech 810, Metrotech 9890 and Radiodetection RD400, are designed to accurately trace metallic pipes and utility cables and clear drilling/excavation locations. These utility locators consist of a separate transmitter and a receiver. The transmitter emits a radio frequency EM field that induces secondary fields in nearby metallic pipes and cables. The receiver detects these fields and is used to accurately locate and trace the pipes, often to distances over 200 feet from the transmitter. Many of the utility locators have a passive 60Hz mode to locate live electrical lines. Modern utility locators are also capable of providing rough depth estimates of the pipes.

⇦ ***Metrotech EM Utility Locator***

TDEM Metal Detection Methods

A Geonics EM-61 (EM-61) is a high sensitivity, time-domain, digital metal detector which is often used to detect both ferrous and non-ferrous metallic objects. It is designed specifically to locate buried metallic objects such as drums, tanks, pipes, UXO, and metallic debris and to be relatively insensitive to above ground structures such as fences, buildings, and vehicles.

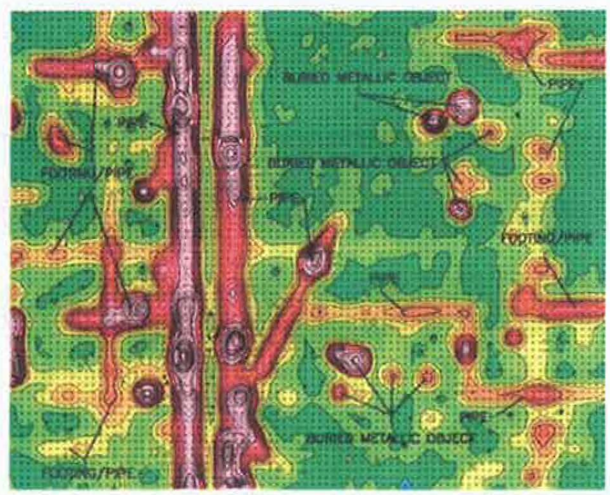
Geonics EM-61 Digital Metal Detector

The EM-61 consists of two square, 1-meter coils, one mounted over the other and arranged on a hand-towed cart. The bottom coil acts as both a transmitter and receiver while the top coil is a receiver only. While transmitting the bottom coil generates a pulsed primary magnetic field, which induces eddy currents into nearby metallic objects. When the transmitter is in its off cycle both coils measure the decay of these eddy currents in millivolts (mV) with the results being stored in a digital data logger along with position information. The decay of the eddy currents is proportional to the size and depth of the metallic target. A symmetrical positive anomaly is recorded over metallic objects with the peak centered over the object.

The signal from the top coil is amplified in such a way that both coils record effectively the same response for a metallic object on the surface and the top coil records a larger response for buried metallic objects. The response of near surface objects can, therefore, be suppressed by subtracting the lower coil response from the upper coil response (differential response).

In practice, the usable depth of investigation of the EM-61 depends on the size and shape of the object and the amount of above ground interference encountered at the site. A single buried drum can often be detected at a depth of about 10 feet.

Geonics EM-61 Survey to Map Subsurface Infrastructure



GPR Methods

Ground-penetrating radar (GPR) is a high-frequency electromagnetic method commonly applied to a number of engineering and environmental problems.

GSSI SIR-10A GPR Unit

A GPR system radiates short pulses of high-frequency EM energy into the ground from a transmitting antenna. This EM wave propagates into the ground at a velocity that is primarily a function of the relative dielectric permittivity of subsurface materials. When this wave encounters the interface of two materials having different dielectric properties, a portion of the energy is reflected back to the surface, where it is detected by a receiver antenna and transmitted to a control unit for processing and display.

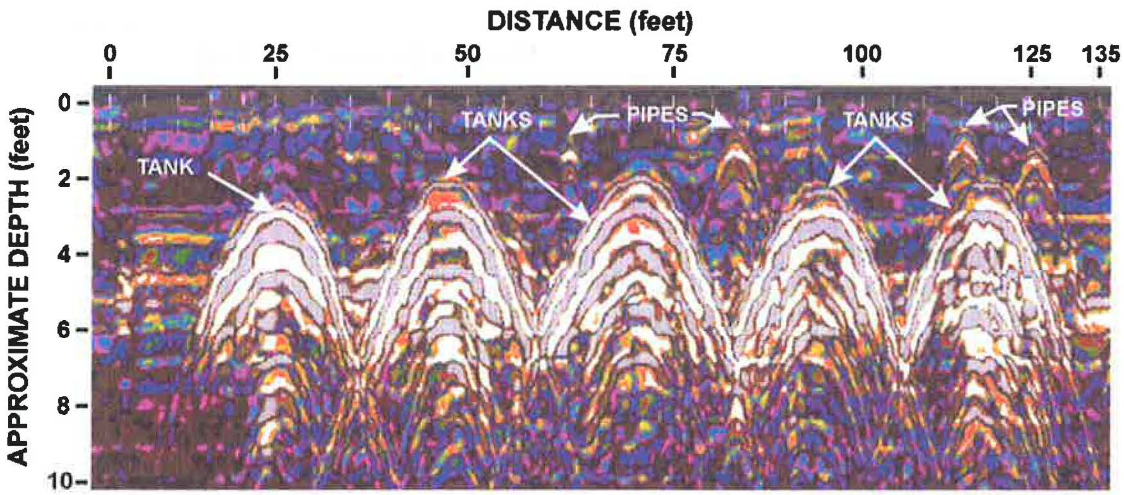
Depth penetration is a function of antenna frequency and the electrical conductivity of the soils in the survey area. Lower frequency antennas achieve greater depth penetration than higher frequency antennas, but have poorer spatial resolution. Conductive soils, such as clays, attenuate the radar waves much more rapidly than resistive dry sand and rock. In many environments in California, depth penetration of 500 and 300 MHz antennas is limited to 3 to 5 feet. Depth penetration may be greater if shallow soils consist of clean sands and less if shallow soils consist of clay.

1124 Olympic Drive, Corona, California 92881, ph. 951-549-1234 fx. 951-549-123 www.geovision.com

GPR surveys are typically conducted to:

- Locate and delineate underground storage tanks (metallic and non-metallic)
- Locate metallic and nonmetallic pipes and utility cables
- Map rebar in concrete structures
- Map landfill boundaries
- Delineate pits and trenches containing metallic and nonmetallic debris
- Delineate leach fields and industrial cribs
- Delineate previously excavated and backfilled areas
- Map shallow groundwater tables
- Map shallow soil stratigraphy
- Map shallow bedrock topography
- Map shallow subsurface voids and cavities
- Characterize archaeological sites

Geophysical Survey Systems Inc. (GSSI) SIR-2 or SIR-10 GPR systems with antennas in the frequency range of 50 to 1,000 MHz are often used during GPR investigations. Mala Geoscience and Sensors and Software, Ltd also manufacture GPR systems. GPR data is processed using a variety of software including the RADAN™ or GRADIX software packages by GSSI and Interpex Ltd., respectively.



GPR Survey to Locate Underground Storage Tanks

Appendix C
Soil-Sample Analytical Report

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

Ordered By

Certified Enviro. Consultants, Inc.
1206 Harris Ave
Camarillo, CA 93010-

Number of Pages	3
Date Received	08/07/2015
Date Reported	08/11/2015

Telephone	(805)388-8970
Attn	David Johannes

Job Number	Ordered	Client
65436	08/07/2015	CEC

Project ID: 15-1775
Project Name: MATEO

Enclosed are the results of analyses on 1 sample analyzed as specified on attached chain of custody.

Wendy Lu
Organics Supervisor

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

ANALYTICAL RESULTS

Ordered By

Certified Enviro. Consultants, Inc.
1206 Harris Ave
Camarillo, CA 93010-

Telephone: (805)388-8970
Attn: David Johannes

Page: 2

Project ID: 15-1775
Project Name: MATEO

ASL Job Number	Submitted	Client
65436	08/07/2015	CEC

Method: 6010B/7471A, CCR Title 22 Metals (TTLC)

QC Batch No: 073115-1

Our Lab I.D.		336085				
Client Sample I.D.		Comp SV (6-1&7-1)				
Date Sampled		07/31/2015				
Date Prepared		08/07/2015				
Preparation Method						
Date Analyzed		08/10/2015				
Matrix		Soil				
Units		mg/Kg				
Dilution Factor		1				
Analytes	**PQL**	**Results**				
AA Metals						
Mercury	0.0500	0.0763				
ICP Metals						
Antimony	0.500	ND				
Arsenic	0.250	1.68				
Barium	0.500	112				
Beryllium	0.500	ND				
Cadmium	0.500	1.08				
Chromium	0.500	37.4				
Cobalt	0.500	8.22				
Copper	0.500	23.8				
Lead	0.250	60.8				
Molybdenum	0.500	1.93				
Nickel	0.500	29.4				
Selenium	0.500	ND				
Silver	0.500	ND				
Thallium	0.500	ND				
Vanadium	0.500	33.4				
Zinc	0.500	116				

QUALITY CONTROL REPORT

QC Batch No: 073115-1

Analytes	LCS % REC	LCS/LCSD % Limit								
AA Metals										
Mercury	106	80-120								
ICP Metals										
Antimony	100	80-120								

AMERICAN SCIENTIFIC LABORATORIES, LLC
Environmental Testing Services
2520 N. San Fernando Rd., Los Angeles, CA 90065 Tel: (323) 223-9700 Fax: (323) 223-9500

ANALYTICAL RESULTS

Page: 3
Project ID: 15-1775
Project Name: MATEO

ASL Job Number	Submitted	Client
65436	08/07/2015	CEC

Method: 6010B/7471A, CCR Title 22 Metals (TTLC)

QUALITY CONTROL REPORT

QC Batch No: 073115-1

Analytes	LCS % REC	LCS/LCSD % Limit
ICP Metals		
Arsenic	98	80-120
Barium	102	80-120
Beryllium	107	80-120
Cadmium	100	80-120
Chromium	104	80-120
Cobalt	101	80-120
Copper	105	80-120
Lead	101	80-120
Molybdenum	100	80-120
Nickel	101	80-120
Selenium	101	80-120
Silver	103	80-120
Thallium	99	80-120
Vanadium	101	80-120
Zinc	115	80-120

CEC

Certified Environmental Consultants, Inc.
1206 Harris Avenue
Camarillo, CA 93010
Telephone: 805-388-8970
E-Mail: cecdj@aol.com

Chain of Custody

ASL JOB # 65436

Project Number: 15-1775
Project Name: MATEO
Project Manager: DAVID JOHANNES
Client Name: US TRUST

Analyses Requested: TITLE 22 METALS

Turn-around time: ~~24 Hour RUSH~~ X 48 Hour RUSH ~~X Normal TAT~~

Lab. I.D. # (Lab use only)	Sample Description (As it should appear on analytical report)	Date Sampled	Time Sampled	Sample Matrix	Containers (# and type)			TITLE 22 METALS									Remarks/ Special Instructions
336085	SV-6-1	7/31/15	10:50	SOIL	(1) TUBE			X	} COMPOSITE AS ONE SAMPLE								
	SV-7-1	↓	11:30	↓	↓												
																	*SAVE TUBES FOR PICKUP

Relinquished by: (Sampler's Signature)	Date	Time	Relinquished by:	Date	Time
David Johannes	8-7-15	1030			
Received by:	**Date**	**Time**	**Received by:**	**Date**	**Time**
Alex	8-7-15	1030			
			Relinquished by:	**Date**	**Time**
			Received by:	**Date**	**Time**

The delivery of samples and the signature on this chain of custody form constitutes authorization to perform the above-specified analyses.

Sample Delivery Conditions:

Samples chilled? ✓ Yes __ No

Custody seals? __ Yes ✓ No

All sample containers intact? ✓ Yes __ No

By: __ Courier __ UPS/Fed Ex ✓ Hand carried

Sample Disposal:

__ Client will pick up

__ Return to client

X Lab disposal

Laboratory Notes:

COC frm

Appendix D
Soil-Vapor Sampling Analytical Report

OPTIMAL TECHNOLOGY
Specializing in Environmental Field Services

August 3, 2015

Mr. David Johannes
Certified Environmental Consultants
547-A Constitution Ave.
Camarillo, CA 93012

Dear Mr. Johannes:

This letter presents the results of the soil vapor investigation conducted by Optimal Technology (Optimal), for Certified Environmental Consultants on July 31, 2015. The study was performed at 2016 Bay St., Los Angeles, California.

Optimal was contracted to perform a soil vapor survey at this site to screen for possible chlorinated solvents and aromatic hydrocarbons. The primary objective of this soil vapor investigation was to determine if soil vapor contamination is present in the subsurface soil.

Gas Sampling Method

Gas sampling was performed by hydraulically pushing soil gas probes to a depth of 5.0 feet below ground surface (bgs). An electric rotary hammer drill was used to drill a 1.0-inch diameter hole through the overlying surface to allow probe placement when required. The same electric hammer drill was used to push probes in areas of resistance during placement.

At each sampling location an electric vacuum pump set to draw 0.2 liters per minute (L/min) of soil vapor was attached to the probe and purged prior to sample collection. Vapor samples were obtained in Hamilton gas-tight syringes by puncturing tubing which connects the sampling probe and the vacuum pump. New tubing was used at each sampling point to prevent cross contamination. Samples were immediately injected into the gas chromatograph after collection.

All analyses were performed on a laboratory grade Hewlett Packard model 5890 Series II gas chromatograph equipped with a Flame Ionization Detector (FID) and an Electron Capture Detector (ECD). Restec wide bore capillary columns using hydrogen as the carrier gases were used to perform all analysis. All results were collected on a personal computer utilizing Hewlett Packard's PC based chromatographic data collection and handling system.

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Quality Assurance

5-Point Calibration

The initial five point calibration consisted of 20, 50, 100, 200 and 500 ul injections of the calibration standard. A calibration factor on each analyte was generated using a best fit line method using the HP data system. If the r^2 factor generated from this line was not greater than 0.990, an additional five point calibration would have been performed. Method reporting limits were calculated to be 0.01-1.0 micrograms per Liter (ug/L) for the individual compounds.

A daily calibration check and end of run calibration check was performed using a pre-mixed standard supplied by Scotty Analyzed Gases. The standard contained common halogenated solvents and aromatic hydrocarbons (see Table 1). The individual compound concentrations in the standards ranged between 0.025 nanograms per microliter (ng/ul) and 0.25 ng/ul.

TABLE 1

Dichlorodifluoromethane	Carbon Tetrachloride	Chloroethane
Trichlorofluoromethane	1,2-Dichloroethane	Benzene
1,1-Dichloroethene	Trichloroethene	Toluene
Methylene Chloride	1,1,2-Trichloroethane	Ethylbenzene
trans-1,2-Dichloroethene	Tetrachloroethene	m-/p-Xylene
1,1-Dichloroethane	Chloroform	o-Xylene
cis-1,2-Dichloroethene	1,1,1,2-Tetrachloroethane	Vinyl Chloride
1,1,1-Trichloroethane	1,1,2,2-Tetrachloroethane	Freon 113
4-Methyl-2-Pentanone	Cyclohexane	Acetone
Chlorobenzene	2-Butanone	Isobutane

Sample Replicates

A replicate analysis (duplicate) was run to evaluate the reproducibility of the sampling system and instrument. The difference between samples did not vary more than 20%.

Equipment Blanks

Blanks were run at the beginning of each workday and after calibrations. The blanks were collected using an ambient air sample. These blanks checked the septum, syringe, GC column, GC detector and the ambient air. Contamination was not found in any of the blanks analyzed during this investigation. Blank results are given along with the sample results.

Tracer Gas

A tracer gas was applied to the soil gas probes at each point of connection in which ambient air could enter the sampling system. These points include the top of the sampling probe where the tubing meets the probe connection and the surface bentonite seals. Isobutane was used as the tracer gas, found in common shaving cream. No Isobutane was found in any of the samples collected.

Scope of Work

To achieve the objective of this investigation a total of 9 vapor samples were collected from 8 locations at the site. Sampling depths, vacuum readings, purge volume and sampling volumes are given on the analytical results page. All the collected vapor samples were analyzed on-site using Optimal's mobile laboratory.

Subsurface Conditions

Subsurface soil conditions at this site were predominately silty-sand from ground surface to 5.0 feet below ground surface. These soil conditions offered sampling flows at 0" water vacuum. Depth to groundwater was unknown at the time of the investigation.

Results

During this vapor investigation all nine samples contained levels of Tetrachloroethene (PCE). PCE levels ranged from 3.69 ug/L at SV-1 to 22.42 ug/L at SV-3. None of the other compounds listed in Table 1 above were detected above the listed reporting limits. A complete table of analytical results is included with this report.

Disclaimer

All conclusions presented in this letter are based solely on the information collected by the soil vapor survey conducted by Optimal Technology. Soil vapor testing is only a subsurface screening tool and does not represent actual contaminant concentrations in either the soil and/or groundwater. We enjoyed working with you on this project and look forward to future projects. If you have any questions please contact me at (877) 764-5427.

Sincerely,

John Rice

John Rice
Project Manager

OPTIMAL TECHNOLOGY
Specializing in Environmental Field Services

SOIL VAPOR RESULTS

Site Name: 2016 Bay St., Los Angeles, CA
Analyst: J. Rice **Collector:** J. Rice
Method: Modified EPA 8021B

Lab Name: Optimal Technology
Inst. ID: HP-5890 Series II
Detectors: FID and ECD

Date: 7/31/15
Page: 1 of 2

SAMPLE ID	BLANK-1	SV-1	SV-2	SV-3	SV-4	SV-5	SV-6	SV-7
Sampling Depth (Ft.)	N/A	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Purge Volume (ml)	N/A	1,500	1,500	1,500	1,500	1,500	1,500	1,500
Vacuum (in. of Water)	N/A	0	0	0	0	0	0	0
Injection Volume (ul)	500/2500	500/2500	500/2500	500/2500	500/2500	500/2500	500/2500	500/2500
Dilution Factor (ECD/FID)	1/1	1/1	1/1	1/1	1/1	1/1	1/1	1/1

COMPOUND	REP. LIMIT	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)	CONC (ug/L)
Dichlorodifluoromethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Chloroethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Trichlorofluoromethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Freon 113	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Methylene Chloride	1.00	ND	ND	ND	ND	ND	ND	ND	ND
1,1-Dichloroethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Chloroform	1.00	ND	ND	ND	ND	ND	ND	ND	ND
1,1,1-Trichloroethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Carbon Tetrachloride	0.02	ND	ND	ND	ND	ND	ND	ND	ND
1,2-Dichloroethane	0.04	ND	ND	ND	ND	ND	ND	ND	ND
Trichloroethene (TCE)	0.10	ND	ND	ND	ND	ND	ND	ND	ND
1,1,2-Trichloroethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Tetrachloroethene (PCE)	0.10	ND	**3.69**	**14.54**	**22.42**	**21.32**	**21.81**	**13.78**	**11.76**
1,1,1,2-Tetrachloroethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
1,1,2,2-Tetrachloroethane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Vinyl Chloride	0.01	ND	ND	ND	ND	ND	ND	ND	ND
Acetone	1.00	ND	ND	ND	ND	ND	ND	ND	ND
1,1-Dichloroethene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
trans-1,2-Dichloroethene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
2-Butanone (MEK)	1.00	ND	ND	ND	ND	ND	ND	ND	ND
cis-1,2-Dichloroethene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Cyclohexane	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Benzene	0.03	ND	ND	ND	ND	ND	ND	ND	ND
4-Methyl-2-Pentanone	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Toluene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Chlorobenzene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Ethylbenzene	0.40	ND	ND	ND	ND	ND	ND	ND	ND
m/p-Xylene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
o-Xylene	1.00	ND	ND	ND	ND	ND	ND	ND	ND
Isobutane (Tracer Gas)	1.00	ND	ND	ND	ND	ND	ND	ND	ND

Note: ND = Below Listed Reporting Limit

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OPTIMAL TECHNOLOGY
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SOIL VAPOR RESULTS

Site Name: 2016 Bay St., Los Angeles, CA
Analyst: J. Rice **Collector:** J. Rice
Method: Modified EPA 8021B

Lab Name: Optimal Technology
Inst. ID: HP-5890 Series II
Detectors: FID and ECD

Date: 7/31/15
Page: 2 of 2

SAMPLE ID	SV-7 Dup	SV-8						
Sampling Depth (Ft.)	5.0	5.0						
Purge Volume (ml)	1,500	1,500						
Vacuum (in. of Water)	0	0						
Injection Volume (ul)	500/2500	500/2500						
Dilution Factor (ECD/FID)	1/1	1/1						

COMPOUND	REP. LIMIT	CONC (ug/L)	CONC (ug/L)						
Dichlorodifluoromethane	1.00	ND	ND						
Chloroethane	1.00	ND	ND						
Trichlorofluoromethane	1.00	ND	ND						
Freon 113	1.00	ND	ND						
Methylene Chloride	1.00	ND	ND						
1,1-Dichloroethane	1.00	ND	ND						
Chloroform	1.00	ND	ND						
1,1,1-Trichloroethane	1.00	ND	ND						
Carbon Tetrachloride	0.02	ND	ND						
1,2-Dichloroethane	0.04	ND	ND						
Trichloroethene (TCE)	0.10	ND	ND						
1,1,2-Trichloroethane	1.00	ND	ND						
Tetrachloroethene (PCE)	0.10	**11.72**	**9.74**						
1,1,1,2-Tetrachloroethane	1.00	ND	ND						
1,1,2,2-Tetrachloroethane	1.00	ND	ND						
Vinyl Chloride	0.01	ND	ND						
Acetone	1.00	ND	ND						
1,1-Dichloroethene	1.00	ND	ND						
trans-1,2-Dichloroethene	1.00	ND	ND						
2-Butanone (MEK)	1.00	ND	ND						
cis-1,2-Dichloroethene	1.00	ND	ND						
Cyclohexane	1.00	ND	ND						
Benzene	0.03	ND	ND						
4-Methyl-2-Pentanone	1.00	ND	ND						
Toluene	1.00	ND	ND						
Chlorobenzene	1.00	ND	ND						
Ethylbenzene	0.40	ND	ND						
m/p-Xylene	1.00	ND	ND						
o-Xylene	1.00	ND	ND						
Isobutane (Tracer Gas)	1.00	ND	ND						

Note: ND = Below Listed Reporting Limit

Appendix E-3:

Site Characterization Report

ANDERSEN ENVIRONMENTAL
An EFI Global Company

SITE CHARACTERIZATION REPORT

Performed at:

1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street
Los Angeles, California 90021

Prepared for:

Abrams and Taheri LLP
1875 Century Park East, Ste. 1750
Century City, CA 90067

Andersen Environmental Project No. 9836000640

December 3, 2015

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FIGURES

TABLES

APPENDICES

1.0 INTRODUCTION

Andersen Environmental has performed Site Characterization activities for the property located at 1024 Mateo Street; 2016 Bay Street; and 2001, 2005, and 2025 Sacramento Street, in Los Angeles, California (the Site). The assessment was based on the findings of the Environmental Managers & Auditors, Inc. (EMA) Phase I Environmental Site Assessment (ESA) report, dated June 2015, and the Certified Environmental Consultants, Inc. (CEC) Phase II ESA report, dated August 13, 2015, performed for the Site.

The Site was historically used for vehicle fueling, service/repair, and washing. During CEC's Phase II ESA, tetrachloroethene (PCE) was detected in eight soil vapor samples collected throughout the Site at a depth of 5 feet below ground surface (bgs). The three highest PCE concentrations were detected in the area of the former hoists, pump islands, and underground storage tank (UST) pit in the southwestern portion of the Site. The source of the PCE was unknown, and there was no soil data collected as part of that assessment.

In an attempt to (1) further evaluate the source of PCE vapor contamination and (2) delineate the lateral and vertical extent of impact, Andersen performed additional sampling and analysis. One boring was advanced in the vicinity of the former UST pit to delineate the vertical extent of impact, and three borings were advanced in the surrounding areas to delineate the lateral extent of impact. Soil samples were collected and triple-nested vapor probes were installed and sampled at each location. Select soil and soil vapor samples were analyzed for volatile organic compounds (VOCs).

Andersen Environmental understands that Abrams and Taheri LLP plans to develop the Site for mixed-use purposes. One to two levels of subterranean parking are proposed, the ground floor will be dedicated to commercial use, and residential units will be limited to the upper floors. Given that no residential units are proposed at surface grade, the data collected during this assessment have been evaluated for the commercial end-use scenario.

2.0 SITE INFORMATION

This section provides pertinent Site information, including location, description, and geologic and hydrogeologic setting.

2.1 SITE LOCATION AND DESCRIPTION

The Site is on the east side of Mateo Street in Los Angeles, California and occupies the western portion of the city block that is bounded by Bay Street on the north and Sacramento Street on the south (Figure 1). The Site is approximately 1.42 acres and developed with two commercial structures. In the northern portion of the Site is a 17,400-square-foot structure that was constructed in 1974 and 1975 (Figure 2). It is used by MV Transportation, Inc., for bus maintenance and offices. Along the southeastern edge of the Site is a 4,800-square-foot structure that was built in 1948 and is used for storage. The majority of the remainder of the Site is improved with asphalt-paved parking areas. A vehicle washing station with a wash-down drain and clarifier is present near the southeast corner of the Site, and a propane aboveground storage tank (AST) is present in the western central portion of the paved area (Figure 2).

Historically, the southern half of the Site was used for vehicle maintenance and fueling. The Site reportedly included underground storage tanks (USTs), hydraulic hoists, fuel dispenser islands, and a grease pit, as shown on Figure 2.

The surrounding area is mostly used for commercial and industrial purposes.

2.2 Regional Geologic and Hydrogeologic Setting

The Site lies within the Coastal Plain of Los Angeles County, California. The Coastal Plain is bounded by the Santa Monica and San Gabriel Mountains to the north; the Palos Verdes Hills and San Pedro Bay to the south; the Elysian, Repetto, Merced, and Puente Hills to the east; Orange County to the southeast; and the Santa Monica Bay to the west. The northwest-southeast trending Newport-Inglewood Fault Zone transects the Coastal Plain approximately 9 miles west of the Site. The Coastal Plain consists of Quaternary alluvial sediments overlying and/or surrounded by marine sediments, metavolcanic rocks, and crystalline bedrock forming foothill and highland features. This information is derived from the California Department of Water Resources Bulletin 104 (June 1961).

The Site is located within the Los Angeles Forebay subbasin of the Central Groundwater Basin. One major groundwater aquifer in the vicinity of the Site is the Gaspur (Recent), which is present at a depth of approximately 70 feet bgs. The Gaspur is underlain by the Exposition and Gardena Aquifers, which comprise the Pleistocene Lakewood Formation to a depth of approximately 140 feet bgs. A series of named aquifers and unnamed aquitards within the San Pedro Formation pinch out and reach their northern terminus approximately 0.5 mile north of the Site. Consequently, these major drinking water aquifers, known as the Hollydale, Jefferson, Lynwood, Silverado, and Sunnyside, are relatively thin and are present within 400 feet of the surface in this portion of the Los Angeles Forebay.

2.3 Local Geologic and Hydrogeologic Setting

The ground surface in the vicinity of the Site is relatively flat, with an elevation of approximately 240 feet above mean sea level (msl) (United States Geological Survey, Los Angeles Quadrangle 1994). The Site is underlain by recent alluvium consisting of unconsolidated floodplain deposits of silt, sand, and gravel (Geologic Map of Los Angeles Quadrangle, Dibblee, 1989). The major drainage feature in the vicinity of the Site is the Los Angeles River, located approximately 1,700 feet east of the Site.

Subsurface environmental investigations for lithologic evaluation at the Site have been conducted to a maximum exploration depth of 30.5 feet bgs. Soils encountered during this investigation consisted primarily of silty sands (Unified Soil Classification System [USCS] designation “SM”) and poorly graded sands (“SP”), with some gravelly layers and decomposed granite locally to the exploration depth of 30.5 feet. Detailed descriptions of the materials encountered during sampling are presented on the field boring logs in Appendix A.

Based on a review of data available in the State Water Resources Control Board’s (SWRCB’s) GeoTracker database, there are no sites with either open or closed cases within 1,000 feet of the Site. Therefore, the depth to groundwater in the site vicinity is not known. However, while reviewing the documents for a facility located approximately 1,800 feet northwest of the Site (1614 East 7th Street; GeoTracker Global ID T0603770957), Andersen Environmental found a letter from the SWRCB wherein the agency estimated a depth to groundwater of approximately 95 feet for that facility. Therefore, the depth to groundwater at the Site may be similar. Based on regional groundwater data, regional groundwater flow direction is estimated to be to the south; however, local groundwater flow direction may vary.

3.0 PREVIOUS ASSESSMENT

CEC’s Phase II ESA, which was completed in July 2015, included performing a geophysical survey to screen for the presence of in-place USTs or other subsurface features. It also included collecting soil vapor samples from a depth of 5 feet bgs at eight locations (SV-1 through SV-8; Figure 2) and analyzing them for volatile organic compounds (VOCs). In addition, CEC collected shallow soil samples from two of the eight locations (SV-6 and SV-7) at a depth of 1 foot. These two soil samples were composited and analyzed for Title 22 metals.

CEC's findings included the following:

- No subsurface features that would be consistent with the presence of USTs were identified during the geophysical survey.
- With the exception of arsenic, which was detected at a concentration of 1.68 milligrams per kilogram (mg/kg), no metals were detected at concentrations exceeding applicable screening levels.
- PCE was detected in all eight soil vapor samples at concentrations ranging from 3.69 micrograms per liter (µg/L) to 22.42 µg/L. The lowest concentration was detected in the sample from SV-1, located in the southeastern portion of the Site, and the highest concentration was detected in the sample from SV-3, located within the former UST excavation south of the propane AST. These concentrations exceeded the California Human Health Screening Level (0.60 µg/L) for soil vapor at commercial sites without engineered fill.

CEC concluded that there was a lack of fuel-related environmental impacts at the Site; however, the source of PCE was undetermined.

4.0 FIELD ACTIVITIES

Field activities pertaining to Andersen Environmental's site characterization were performed on November 13 and 17, 2015.

4.1 FIELD PREPARATION

Prior to conducting field activities, Andersen Environmental personnel marked the work area clearly with white paint. Underground Services Alert (USA) was notified of the pending fieldwork a minimum of 48 hours before mobilization. Boring locations were subsequently checked for utility conflicts, access limitations and other hindrances or issues that may have been encountered during field work. No conflicts with utilities were identified in the chosen boring locations.

4.2 SOIL AND SOIL VAPOR SAMPLING

On November 13, 2015, Andersen Environmental field personnel directed Kehoe Testing & Engineering, Inc. (C57 License No. 786163) in the advancement of four borings at the Site (AEB1 through AEB4; Figure 2) to assess subsurface soil conditions. Triple-nested soil vapor probes (SV1 through SV4) were also installed at each location to evaluate soil vapor conditions.

4.2.1 BORING LOCATIONS AND INVESTIGATIVE OBJECTIVES

In an attempt to further characterize subsurface impacts and evaluate the source of PCE in soil vapor, boring locations were drilled as follows:

Boring ID	Location and Investigative Objectives	Terminal Depth (ft bgs)	Soil Sampling Depths (ft bgs)	Soil Vapor Sampling Depths (ft bgs)
AEB1	South central portion of Site to assess soil and vapor conditions in area of former UST pit.	30.5	5, 15, 30	5, 15, 30
AEB2	Southwest corner of Site to assess lateral and vertical extent of impact.	30.5	5, 15, 30	5, 15, 30
AEB3	Eastern portion of paved area, northeast of former UST pit, to assess lateral and vertical extent of impact.	30.5	5, 15, 30	5, 15, 30
AEB4	Northwest corner of paved area to assess lateral and vertical extent of impact.	30.5	5, 15, 30	5, 15, 30

4.2.2 BOREHOLE ADVANCEMENT AND SAMPLING METHODOLOGY

Borings were advanced using a hydraulic direct-push technology (DPT) drill rig equipped with a 1.5-inch drive rod. In each location, the DPT rig was initially used to break through surface cover. Soil samples were collected at the designated sampling depths by advancing an acetate-lined steel sampler to each sampling depth. At the selected sample depths, approximately 6-inch segments of undisturbed soil within the acetate liners were cut, sealed with Teflon® tape and tight-fitting plastic caps, logged in accordance with the USCS, and observed for color, moisture content, texture, discoloration, odor, and physical evidence of contamination or fill material. The samples were labeled, recorded in a chain-of-custody, and placed in a chilled container pending transportation and submittal to Positive Lab Service (Positive) of Los Angeles, California (a state-certified analytical laboratory). Chain-of-custody documentation and protocol were maintained during sample collection through submittal to the analytical laboratory.

Each sample was additionally field-screened for VOCs by headspace analysis using a photoionization detector (PID). A portion of the recovered sample was placed in a plastic bag and sealed to allow organic vapors to volatilize, at which point the PID probe tip was inserted into the bag, and the maximum reading was observed and recorded.

4.2.3 ENCOUNTERED SOIL TYPES

In the southernmost soil boring (AEB2), soil consisted of poorly graded sand (SP) to the total depth explored of 30.5 feet bgs. This sand is fine- to medium-grained, light brown, and moist. Some gravel was also noted in the 30-foot sample.

In the two central borings (AEB1 and AEB3), the upper 10 feet consisted of silty sand (SM), which comprised fine-grained sand and was described as light to dark brown and moist. Some gravel was noted in the 10-foot sample from AEB1. From 15 feet to the total depth explored (30.5 feet bgs), soil consisted of poorly graded sand (SP) consistent with that observed in boring AEB2.

In the northernmost soil boring (AEB4), the upper 10 feet consisted of sandy silt (ML), which comprised fine-grained sand and was described as medium brown and moist. From 15 feet to the total depth explored (30.5 feet bgs), soil consisted of poorly graded sand (SP) consistent with that observed in boring AEB2.

Decomposed granite was noted in the soil samples from boring AEB1, AEB3, and AEB4 at depths ranging from 15 to 25 feet bgs.

No discoloration or odors were noted in any of the soil samples. Groundwater was not encountered during this assessment. Field boring logs with borehole completion diagrams are included as Appendix A.

4.2.4 SOIL VAPOR PROBE INSTALLATION

Soil vapor sampling was incorporated into the investigative program to assess soil vapor conditions beneath the property.

Upon completion of soil sampling, each boring was immediately converted into a triple-nested soil vapor sampling probe, with probes set at 5, 15, and 30 feet bgs. In general, each boring was first backfilled to approximately 0.5 foot below the intended probe depth with hydrated bentonite granules. Approximately 6 inches of clean sand were then emplaced into the bottom of the boring. A 1-inch polypropylene tip connected to ¼-inch diameter Nylaflow® tubing was then placed at the desired sample depth. An additional 6 inches of sand pack were placed above the probe, embedding it in an approximately 1-foot-thick interval of sand pack. The borings were subsequently backfilled with 6 inches of dry bentonite granules, followed by hydrated bentonite granules to a depth of 6 inches below the target depth of the next vapor probe. Following installation of the shallow, 5-foot probe, the boring was backfilled to the surface with hydrated bentonite, and each probe location was secured pending vapor sampling. Soil vapor construction diagrams are provided as part of the boring logs in Appendix A.

4.3 SOIL VAPOR SAMPLING

On November 17, 2015, Positive personnel purged and sampled all vapor probes and analyzed the samples on Site in their mobile analytical laboratory. The apparatus used to conduct purging was constructed by securing an on/off valve to the soil vapor sampling probe head and routing the vapor stream through a vacuum pump at a flow rate of approximately 200 milliliters per minute (ml/min). Each probe was purged of approximately 3 probe volumes prior to sampling. Following purging, soil vapor samples were collected in glass sampling bulbs and immediately analyzed in Positive's mobile laboratory. Details regarding the sampling and analysis procedures are presented in Appendix B, along with the certified analytical results.

5.0 CHEMICAL ANALYSIS

The 5-, 15-, and 30-foot soil samples from each boring were analyzed for VOCs using United States Environmental Protection Agency (EPA) Method 8260B. All 12 soil vapor samples were analyzed for VOCs by Positive's mobile laboratory on Site using EPA Method 8260B. Laboratory reports and chain-of-custody documentation are provided in Appendix B.

6.0 ANALYTICAL RESULTS

This section presents chemical analytical results of soil and soil vapor analysis.

6.1 SOIL ANALYTICAL RESULTS

The section presents the soil analytical results. Select soil samples were analyzed for VOCs, and the results are summarized in Table 1.

PCE was detected in 2 of the 12 soil samples analyzed, in the 5-foot samples from borings AEB1 and AEB4 at concentrations of 9.32 micrograms per kilogram (µg/kg) and 4.56 µg/kg, respectively. Other VOCs were not detected in the soil samples analyzed during this Site Characterization.

The PCE concentrations in soil were compared to the Regional Screening Level (RSL) published by EPA (November 30, 2015) to evaluate if the detected concentrations represent a significant risk to human receptors. The PCE industrial scenario RSL is 39,000 µg/kg. The detected concentrations of PCE were several orders of magnitude lower than this screening level. Therefore, these concentrations do not likely represent a significant risk to human receptors.

Detected PCE concentrations in soil were then compared to the Maximum Soil Screening Level (MSSL), which was calculated as specified by the Los Angeles Regional Water Quality Control Board (LARWQCB) in their Interim Site Assessment and Cleanup Guidebook (May 1996). MSSLs are used to evaluate if detected concentrations of VOCs represent a threat to groundwater quality. In general, VOCs in soil (secondary sources) have the potential for vertical migration into groundwater bodies further below grade. Lithologic structures between these secondary sources and the groundwater table often serve as attenuating features, which may restrict or retard vertical migration to concentrations that do not represent significant risks to groundwater.

A site-specific MSSL for each detected compound with established groundwater quality criteria can be calculated based on the distance between soil impacts and the groundwater table, site lithology, and contaminant-specific drinking water standards (i.e., Maximum Contaminant Levels; MCLs). These MSSLs serve as Site-specific screening levels to evaluate if detected concentrations in soil will likely attenuate sufficiently prior to interface with the groundwater table so as to not adversely affect groundwater quality.

The MSSL for PCE was conservatively calculated using the following assumptions:

- Distance between impacted soil and first-encountered groundwater: 80 feet
- Soil lithology: Sand
- MCL for PCE: 5 micrograms per liter (µg/l)

Because the depth to groundwater at the Site is unknown, it was necessary to determine a reasonable approximation. Since the depth to groundwater at the Site is estimated to be on the order of 95 feet bgs, and since the deepest impacted soil sample was collected at a depth of 5 feet, the distance between PCE-impacted soil and groundwater is estimated to be on the order of 90 feet. Since the LARWQCB's guidance document presents attenuation factors for distances of 80 and 100 feet, the attenuation factor for an 80-foot separation was used as a conservative approach in evaluating the threat to groundwater at the Site.

Based on these conservative assumptions, the Site-specific attenuation factor is 11. Therefore, the calculated MSSL is 55 µg/kg. The maximum detected PCE concentration (9.32 µg/kg) is significantly less than the calculated MSSL of 55 µg/kg. Therefore, PCE does not appear to represent a significant risk to groundwater quality.

6.2 SOIL VAPOR ANALYTICAL RESULTS

The section presents the soil vapor survey analytical results. All soil vapor samples were analyzed for VOCs.

A summary of VOC analytical results in soil vapor is presented in Table 2. Four VOCs were detected in soil vapor throughout the sampled portions of the Site. Results are summarized as follows:

- PCE was detected in all 12 soil vapor samples at concentrations up to 35.2 µg/l (SV4-30').
- Trichloroethene (TCE) was detected in 4 of the 12 samples at concentrations up to 0.0832 µg/l (SV1-5').

- Trichlorofluromethane (FC-11) was detected in all 12 samples at concentrations up to 0.320 µg/l (SV2-30’).
- Dichlorodifluoromethane (FC-12) was detected in 3 of the 12 samples at concentrations up to 0.0912 µg/l (SV2-30’).

In general, VOCs in soil vapor represent the potential for such compounds to infiltrate into indoor air and negatively impact breathable air for human receptors (vapor intrusion). VOCs in soil vapor were compared to commercial scenario California Human Health Screening Levels (CHHSLs) for sites without engineered fill (EPA, 2015). None of the detected VOC concentrations exceeded the commercial CHHSLs, with the exception of PCE. All of the detected PCE concentrations exceeded the commercial CHHSL of 0.60 µg/l.

To determine if a significant risk to building occupants from vapor intrusion exists, a Johnson-Ettinger (JE) model run was compiled to quantify the potential vapor intrusion risk, as detailed below.

7.0 JOHNSON – ETTINGER VAPOR INTRUSION MODELING

The DTSC has developed a computer model for quantifying the risk of vapor intrusion into an existing or proposed structure from subsurface sources of contamination. This model was originally developed by EPA and modified by DTSC for use in dedicated commercial or residential settings. The JE model takes known soil vapor concentrations and provides an indication of whether these conditions might adversely impact workers exposed to the air space inside a structure. It uses standard human health risk factors and measured contaminant characteristics with common vapor migration algorithms.

The JE model is a one-dimensional analytical solution to diffusive and convective transport of volatile chemical vapor into indoor spaces made available by the EPA. The model provides a theoretical description of vapor intrusion from the subsurface into an indoor air space and relates vapor concentrations at a subsurface source to potential vapor concentrations in an enclosed air space. It was developed as a screening tool and has a number of inherent simplifying assumptions regarding contaminant distribution, subsurface characteristics, transport mechanisms, and building construction. The model assumes that isotropic homogeneous conditions adequately characterize the subsurface.

The model assumes an infinite contaminant source and that vapor flux through the subsurface occurs only by one-dimensional diffusion (upward) to the base of the building foundation. Diffusive flow through the subsurface is simulated using common vapor flux equations controlled by the assigned soil property variables. Convection carries the mass through simulated cracks and openings in the foundation into the structure. The convective sweep is caused by presumed air movement in the building from heating/cooling, stack, and wind effects. Both diffusive and convective transports are assumed to be uniform and steady state. The model does not account for attenuation factors such as biodegradation or sorption during transport to the base of the building.

The model treats the entire building as a single chamber with instantaneous and homogeneous vapor dispersion. It therefore neglects contaminant sinks and room to room variations in vapor concentrations due to unbalanced mechanical or natural ventilation. Once a representative concentration is determined, the vapor mass directly below the areal extent of the structure is presumed to enter the structure, and since the mass is considered infinite, steady state transport prevails and the intrusion rate remains constant. Therefore, the soil gas concentrations, the building ventilation rate and the soil gas flow rate into the building will determine the calculated indoor air concentrations.

7.1 JOHNSON - ETTINGER MODEL INPUT

There are several versions of the JE model including ones that use concentrations of volatile contaminants in groundwater and soil vapor to predict exposure risk within an enclosed air space. When soil vapor data are available, they can be directly entered into the model, providing the most direct and reliable calculation. The pertinent model for this exercise is named SG-SCREEN, which allows input of parameters for the soil gas concentrations, sampling depth and the soil permeability characteristics.

The DTSC offers two versions of the SG-SCREEN model: one for dedicated commercial applications, and one for residential applications. In this case, the Site has been evaluated for the commercial scenario.

7.1.1 SOIL VAPOR CONCENTRATIONS

Recent and historical soil vapor sampling results provide representative data for soil vapor conditions throughout the Site, and these data are adequate to estimate the health risks associated with such conditions for current occupants under a commercial scenario. To build a screening level model for the current on-Site structure in the northern portion of the property, the maximum detected concentration of PCE detected in soil vapor from a depth of 5 feet bgs within the footprint of the current structure was utilized. The concentration input in the model was as follows:

- PCE: 13.78 µg/l (SV6; CEC, 07/31/2015)

No other VOCs were detected in soil vapor samples collected within the building footprint.

7.1.2 SOIL PERMEABILITY AND SAMPLE DEPTH

The model allows input of the Site-specific soil type in the vadose zone and calculates values of permeability. Soils encountered during this investigation were generally described as poorly graded sand, silty sand, and sandy silt in the upper 5 feet. As a conservative approach, the soil type of Sand ("S" under the Natural Resources Conservation Service classification system) was used in the JE model.

Additionally, the model allows input of the sampling depth below surface. As soil vapors emanate upward into a structure, they may be attenuated by soils prior to interface with the structure. Thus, a greater distance between the vapor detection and the structure flooring may reduce vapor intrusion concentrations. Since the analytical data for the soil vapor probes set at 5 feet bgs were used in the model, the corresponding depth was used in modeling.

7.1.3 STRUCTURE DIMENSION

The model assumes default structural dimensions and ceiling heights.

The JE model inputs and calculations are presented in Appendix C.

7.2 JOHNSON - ETTINGER MODEL RESULTS

The results of the model provide an assessment of the exposure risk to humans in the structure, using accepted risk factors. Since the model is primarily a screening tool, it provides very conservative results. Accordingly, the acceptable exposure risk values are conservative. The acceptable cancer risk is 1×10^{-6}, and the acceptable Hazard Quotient (i.e., non-cancer risk) is 1. The calculated cancer risk and hazard quotient are presented below.

Calculated Cancer and Hazard Risk from Soil Vapor Intrusion – Commercial Scenario

Compound	Input Concentration (µg/L)	Cancer Risk	Hazard Quotient
PCE	13.78	3.4×10^{-6}	4.6×10^{-2}
Acceptable Risk for Commercial Use		$\mathbf{1 \times 10^{-6}}$	**1.0**

Notes:
PCE = Tetrachloroethene
µg/L = micrograms per liter

The maximum soil vapor concentration of PCE collected at 5 feet bgs within the northernmost on-Site structure produced a calculated cancer risk from vapor intrusion that slightly exceeds the *de minimis* cancer risk threshold of 1×10^{-6}. However, the calculated risk is at the lower end of the Risk Management Range of 1×10^{-4} to 1×10^{-6}. Furthermore, in Andersen Environmental's professional experience with the local and applicable regulatory framework, the generally-accepted commercial and industrial site use cancer risk threshold is 1×10^{-5}.

DTSC's Vapor Intrusion Guidance states that in cases where a cancer risk between 1×10^{-6} to 1×10^{-4} is present, DTSC recommends an evaluation to determine if additional action is needed. An evaluation of vapor intrusion risk may include a review of all relevant data and exposure pathways, additional sampling, and/or consideration of the nature and toxicity of the contaminants present in order to determine if additional action is needed. To evaluate the vapor intrusion risk at the Site, a review of the pertinent Site conditions is presented below:

- There is no evidence that a primary source of PCE is present at the Site, and operations in which these chemicals were used have ceased. Thus, there is no potential for additional chemical mass to enter the subsurface from the Site.
- Vapor intrusion modeling using the JE model is, by design, a conservative risk assessment approach. Furthermore, the input parameters used in this evaluation were conservatively chosen to provide an even more conservative estimate of the risks associated with PCE in soil vapor beneath the on-Site structure. For example, the soil type S (sand) was used in the model even though much of the soil in the upper 5 feet is silty.

Based on these Site-specific conditions, mitigating factors, and calculated risk values, although a minimal cancer risk from vapor intrusion above the *de minimis* threshold may be present, the risk is not unacceptable for the current commercial Site use.

8.0 DISCUSSION

The section provides the current site understanding and details potential environmental concerns resulting from the subsurface investigation.

8.1 SOIL CONTAMINANT CONDITIONS

PCE was detected in only 2 of the 12 analyzed soil samples, and both of the detected concentrations were below the screening level for direct exposure. Additionally, all of the deeper soil samples from 15 feet to 30 feet bgs had no detectable concentrations of VOCs, indicating that the vertical extent of PCE contamination in soil has been adequately delineated.

PCE was detected in the 5-foot soil samples from borings AEB1 and AEB4 at concentrations of 9.32 µg/kg and 4.56 µg/kg, respectively. These concentrations are well below the industrial RSL

(39,000 µg/kg) and the MSSL (55 µg/kg). Furthermore, PCE was not detected in the 15- and 30-foot samples from these borings. Although the source of PCE impact remains unclear, the residual concentrations do not represent an unacceptable risk to human health or the environment, and the extent of impact has been adequately delineated. Further, the ND concentrations in the 15- and 30-foot soil samples do not correlate with the soil vapor concentrations detected at those depths, potentially signifying that the vapors have migrated onto the Site from an off-Site source.

8.2 SOIL VAPOR CONTAMINANT CONDITIONS

Subsurface soil vapor is impacted with VOCs, primarily PCE and, to a lesser extent, TCE. Since the concentrations of PCE exceeded the commercial CHHSL, the JE model was used to further evaluate the potential risk to Site occupants under a commercial, mixed-use scenario. Based on the JE modeling results, the VOCs in soil vapor do not pose an unacceptable risk to Site occupants.

The lateral extent of PCE-impacted soil vapor has not been delineated to non-detectable concentrations either laterally or vertically. However, the results of this assessment indicate that the PCE concentrations in soil vapor generally increase with depth, which is inconsistent with soil concentrations that decrease to ND with depth. This suggests that there may be an off-Site source of impact that is unrelated to the PCE detected in shallow soil.

Regardless of the potential source of the soil vapor impacts, since the JE model results indicate that the risk to on-Site occupants under commercial use scenarios is within acceptable limits, no further delineation of the soil vapor contaminant plume is warranted.

9.0 CONCLUSIONS AND RECOMMENDATIONS

Andersen Environmental has performed a site characterization for the property located at 1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street in Los Angeles, California. The assessment was based on the findings of the CEC Phase II ESA (dated August 31, 2015) performed at the Site. The scope of work was as follows:

- Four soil borings (AEB1 through AEB4) were advanced in the southern half of the Site, and select soil samples were analyzed for VOCs.
- Triple-nested soil vapor probes (SV1 through SV4) were installed in corresponding borings and sampled. All soil vapor samples were analyzed for VOCs.

The following are Andersen Environmental's conclusions based on the results of the assessment activities detailed herein:

- Shallow soil samples collected from two locations contained PCE at concentrations below the Industrial RSL and the MSSL. No other VOCs were detected in shallow soil, and VOCs were not detected in any of the 15- or 30-foot samples. Based on these results, PCE in soil does not represent a significant risk to future Site occupants or the environment.
- Four (4) VOCs were detected in one or more soil vapor samples collected from the Site. The detections included PCE (up to 35.2 µg/l, in SV4-30'), TCE (up to 0.0832 µg/l, in SV1-5'), FC-11 (up to 0.320 µg/l, in SV2-30'), and FC-12 (up to 0.0912 µg/l, in SV2-30'). In general, the VOC concentrations increase with depth, suggesting that they may be from an off-Site source.
- Using the DTSC's JE model to evaluate the risk to future Site occupants from vapor intrusion of VOCs, preliminary screening values were calculated for the three VOCs that were detected in one or more samples collected at 5 feet bgs. Based on the calculated cancer risk (3.3×10^{-6}) and Hazard Quotient (4.7×10^{-2}), VOCs in soil vapor do not represent an unacceptable health risk from

vapor intrusion to current or future Site occupants under a commercial use scenario. Additionally, given the minimal concentrations of VOCs detected in soil, it is unlikely that a significant VOC release has occurred on Site.

- Analysis of soil and soil vapor concentrations suggests that there may be an off-Site source of PCE vapors migrating onto the property. This potential is magnified considering the heavy industrial use of properties within the immediate Site vicinity.

The following are Andersen Environmental's recommendations based on the results of the assessment activities detailed herein:

- Based on the extent of soil impact, which appears to be limited to shallow soil (less than 10 feet deep) in localized areas of the Site, no further soil assessment is warranted at this time.
- Given the distribution of VOCs in soil vapor and the results of the JE model, no further soil vapor assessment is warranted.
- Given the potential for mass excavation and grading of the Site for the construction of an underground parking structure, Andersen Environmental recommends that extra care be taken during any excavation and grading work, since it is possible that residual VOCs may be encountered during Site redevelopment activities. Further, since PCE has been detected in subsurface soils, it should be noted that a waste profile will need to be established prior to soil being exported off-Site, and the soil will require transportation and disposal in accordance with federal, state, local, and tribal laws and regulations. Finally, appropriate measures should be taken to protect construction worker health and safety.

10.0 SIGNIFICANT ASSUMPTIONS, LIMITATIONS AND RELIANCE

This report has been prepared in accordance with generally-accepted environmental methodologies and industry standards as they relate to the Data Quality Objectives of the assessment. No warranties, expressed or implied, are made as to the professional services provided under the terms of Andersen Environmental's contract(s) or specified in this report. This assessment has been conducted, in part, based on information, data or reports provided or prepared by others. Andersen Environmental reviews and interprets these documents in good faith and relies that the provided data and documents are true and accurate.

Environmental conditions at the site were assessed or interpreted within the context of Andersen Environmental's contract(s) and existing environmental regulations of applicable jurisdiction(s) as of the date of the report. Regulatory requirements, regulations and guidance are subject to change subsequent to the date of the report. Unless otherwise stated in the report, evaluating compliance of past, present or future owners with applicable local, provincial and federal government laws and regulations was not included within the scope of the assessment.

The environmental assessment is limited by the availability of information at the time of the assessment. The conclusions and recommendations regarding environmental conditions presented in this report are based on a scope of work authorized by the Client. It is possible that unreported conditions impairing the environmental status of the site may have occurred which could not be identified. Andersen Environmental's opinions cannot be extended to portions of the site that were unavailable for direct access and observation reasonably beyond the control of Andersen Environmental or outside of the scope of the assessment. Environmental assessment activities, particularly the sampling of soil, vapor (air), groundwater and structure materials, represent those conditions which are present at the time of sampling within the immediate vicinity of the sample(s) collected. Although sampling plans are developed in an attempt to provide what is interpreted as sufficient coverage within the assessment area to achieve the investigative objectives, no extent of sampling can guarantee all environmental conditions, potential chemicals of concern (man-made or naturally occurring) and concentrations at which they occur have been identified and quantified absolutely. The assessment performed and outlined in this report was based, in part, upon visual observations of the site and attendant structures. It should be noted that compounds, materials or chemicals of potential concern other than those described could be present in the site environment, and the possibility remains that unexpected environmental conditions may be encountered at the site in locations not specifically investigated.

All components of this report, including but not limited to text, signatures, certifications, figures, tables, attachments, appendices, supporting documents and addenda are integral to the reporting of the assessment. This report may not be reproduced, except in full, without written approval of Andersen Environmental.

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11.0 SIGNATURES OF ENVIRONMENTAL PROFESSIONALS

This assessment has been conducted with the standards and level of care and skill exercised in such types of investigations, by qualified geologists, engineers, environmental scientists or environmental professionals, in conformance with generally-accepted industry standards and practices.

Prepared by: Date: December 3, 2015

Diana L. Buchanan
Professional Geologist No. 6297
Senior Project Manager

Reviewed and approved by: Date: December 3, 2015

Brian Martasin
Professional Geologist No. 8356
Principal Geologist

FIGURES

TOPO! map printed on 11/30/15 from "Untitled.tpo"

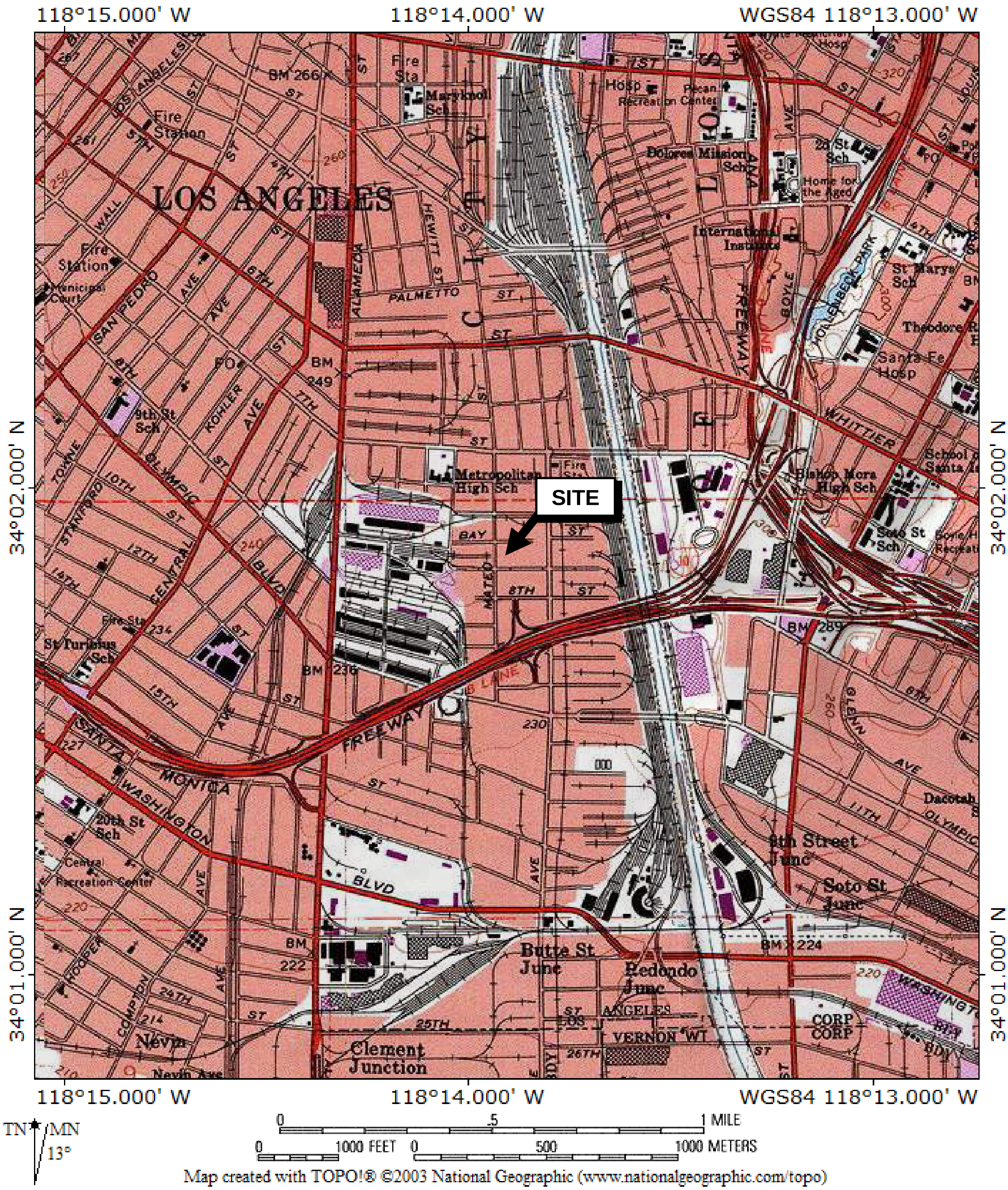

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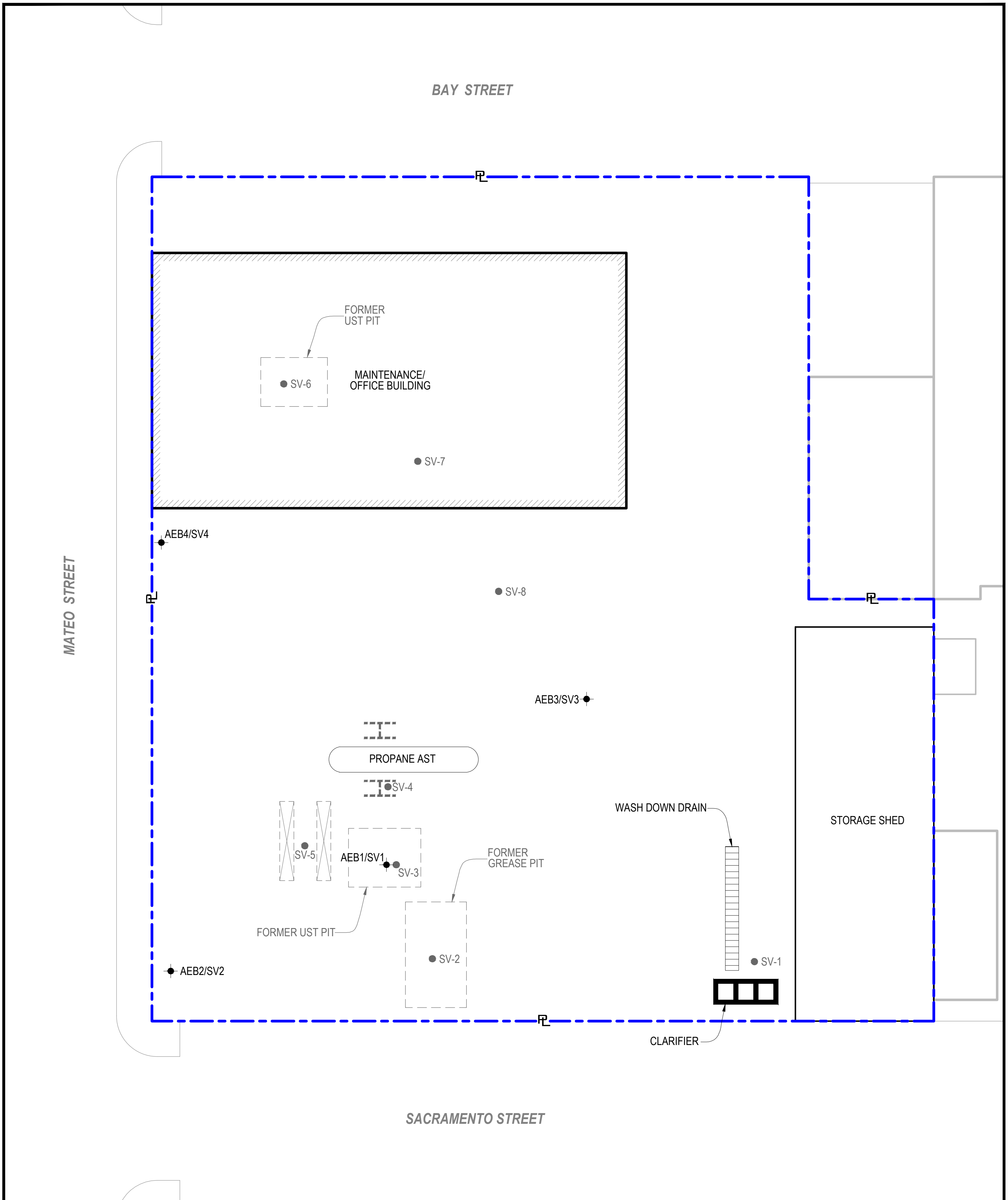
Figure 1
Site Location Map

1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street
Los Angeles, California 90021

Source:
USGS Los Angeles, CA 7.5 Minute Topographic Map (1991, Photorevised 1994)

Project Number: 9836000640



LEGEND

- PROPERTY LINE
- SUBJECT STRUCTURE
- FORMER HYDRAULIC HOIST
- FORMER PUMP ISLAND
- SV-8 FORMER SOIL VAPOR PROBE LOCATION
- AEB4/SV4 SOIL/ SOIL VAPOR PROBE LOCATION

APPROX. SCALE: 1"=40'

0 20' 40'

SITE PLAN

1024 MATEO ST., 2016 BAY ST., 2001,2005 & 2025 SACRAMENTO ST. LOS ANGELES, CA 90021

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PN: 9836000640
DT: 12/03/2015
DB: JE CB: DB

FIGURE
2

\\aefs02\current\AE 2015\Projects 2015\9836000640 1024 Mateo St 2016 Bay St 2001 2005 & 2025 Sacramento St LA CA 90021 Site Characterization\05 9836000640_Reports\2015-07 PII Rpt\CAD

TABLES

Table 1: Volatile Organic Compounds in Soil
Commercial Property
1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street, Los Angeles, California 90021

Sample ID	Sample Date	Sample Depth (ft bgs)	EPA Method 8260B (µg/kg)	
			PCE	All Other 8260B VOC Analytes
AEB1	11/13/15	5	9.32	ND
AEB1	11/13/15	15	ND	ND
AEB1	11/13/15	30	ND	ND
AEB2	11/13/15	5	ND	ND
AEB2	11/13/15	15	ND	ND
AEB2	11/13/15	30	ND	ND
AEB3	11/13/15	5	ND	ND
AEB3	11/13/15	15	ND	ND
AEB3	11/13/15	30	ND	ND
AEB4	11/13/15	5	4.56	ND
AEB4	11/13/15	15	ND	ND
AEB4	11/13/15	30	ND	ND
Industrial RSL			**39,000**	**NE**
MSSL			**55**	**NE**

Notes:

µg/kg = micrograms per kilogram

ft bgs = feet below ground surface

VOCs = Volatile Organic Compounds

ND = Not Detected above laboratory detection limit

NE = Not Established for the suite of compounds

Regional Screening Level (United States Environmental Protection Agency, 2015)

MSSL = Maximum Soil Screening Level, based on a distance of 80 feet between soil and groundawater and a soil type of sand (Los Angeles Regional Water Quality Control Board , 1996)

Table 2: Volatile Organic Compounds in Soil Vapor
Commercial Property
1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street, Los Angeles, California 90021

Sample ID	Probe Depth (ft bgs)	Date	Analytical Results (EPA Method 8260B, µg/l)					
			PCE	TCE	FC-11	FC-12	Leak Check Compound (1,1-Difluoroethane)	All Other VOC Analytes
SV1	5	11/17/2015	**15.8**	0.0832	0.0701	ND	ND	ND
SV1	15	11/17/2015	**20.4**	0.0365	0.0856	ND	ND	ND
SV1	30	11/17/2015	**19.5**	ND	0.133	ND	ND	ND
SV2	5	11/17/2015	**6.54**	ND	0.0868	ND	ND	ND
SV2	15	11/17/2015	**15.8**	ND	0.154	ND	ND	ND
SV2	30	11/17/2015	**29.3**	0.0178	0.320	0.0912	ND	ND
SV3	5	11/17/2015	**4.56**	ND	0.0256	ND	ND	ND
SV3	15	11/17/2015	**6.45**	ND	0.0352	ND	ND	ND
SV3	30	11/17/2015	**6.02**	P	0.0352	ND	ND	ND
SV3 (DUP)	30	11/17/2015	**5.94**	ND	0.0420	ND	ND	ND
SV4	5	11/17/2015	**12.7**	0.0196	0.0520	ND	ND	ND
SV4	15	11/17/2015	**26.9**	ND	0.113	0.0671	ND	ND
SV4	30	11/17/2015	**35.2**	ND	0.150	0.0872	ND	ND
Commercial CHHSL			**0.6**	**1.8**	**NE**	**NE**	**NE**	**NE**

Notes:

EPA = Environmental Protection Agency

µg/l = micrograms per liter

ft bgs = feet below ground surface

PCE= Tetrachloroethene

TCE = Trichloroethene

FC-11 = Trichlorofluromethane

FC-12 = Dichlorodifluoromethane

1,1-Difluoroethane = Leak Check Compound

ND = Not Detected at or above the detection limit

CHHSL = California Human Health Screening Level for Commercial/Industrial sites without engineered fill below sub-slab gravel (Office of Environmental Health Hazard Assessment, 2010)

NE = Not established for the compound or suite of compounds

APPENDIX A

BORING LOGS WITH BOREHOLE COMPLETION DIAGRAMS

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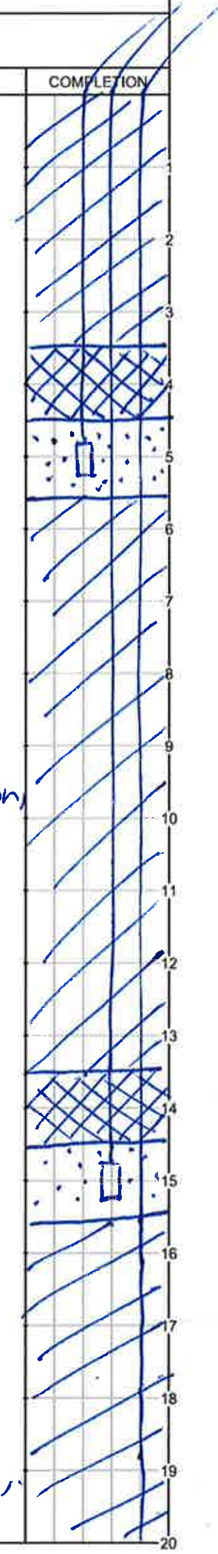
BORING LOG

BORING: AEB1 / SV1

PROJECT NO.: 9836000640	DATE(S) DRILLED: 11/13/15	PAGE 1 OF 2	
PROJECT NAME: 1024 Mateo St	LOGGED BY: DS	START TIME: 0935	END TIME: 1025
PROJECT ADDRESS: 1024 Mateo St, Los Angeles		DRILLING METHOD & RIG: DPT- truck	
DEPTH TO GROUNDWATER: N/A	BOREHOLE DIAMETER: 1.5"	DRILLING CONTRACTOR / DRILLER NAME: Kehoe	
TERMINAL DEPTH: 30.5'	PID CAL GAS/DATE: iso / 11/13/15	SAMPLING METHOD: Acetate	

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY
					0			4" concrete
					1			
					2			
					3			
					4			
1000		AEB1-5'			5	0.7	SM	Silty Sand, sand is fine, light brown, damp, no odors or discoloration
					6			
					7			
					8			
					9			
1005		AEB1-10'			10	1.4	SM	silty Sand w/gravel, sand is fine, light brown, damp, no odors or discoloration
					11			
					12			
					13			
					14			
1010		AEB1-15'			15	0.2	DG	Decomposed granite, tan, damp, no odors or discoloration
					16			
					17			
					18			sand is fine to coarse
					19			
1015		AEB1-20'			20	0.4	DG/SW	Decomposed granite/well-graded sand, tan, damp, no odors or discoloration

COMPLETION



BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL

BORING LOG

BORING: AEB1/SV1

PROJECT NO.: 9836000640

LOGGED BY: DS

PAGE 2 OF 2

PROJECT NAME: 1024 Mateo St

PROJECT ADDRESS: 1024 Mateo St

NOTES:

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY	COMPLETION
					20				
					21				
					22				
					23				
					24				
1020		AEB1-25'			25	0.2	SP	Poorly-graded sand, sand is fine to med, tan/light brown, moist, no odors or discoloration	
					26				
					27				
					28				
					29				
1025		AEB1-30'			30	0.6	SP	Poorly graded sand, sand is fine to med, tan/light brown, moist, no odors or discoloration	
					31			terminated boring @ 30.5' no gw encountered	
					32				
					33				
					34				
					35				
					36				
					37				
					38				
					39				
					40				

BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL

BORING LOG

BORING: AEB2/SV2

PROJECT NO.: 9836000640	DATE(S) DRILLED: 11/13/15	PAGE 1 OF 2
PROJECT NAME: 1024 Mateo St	LOGGED BY: DS	START TIME: 1110 / END TIME: 1147
PROJECT ADDRESS: 1024 Mateo St, Los Angeles, CA		DRILLING METHOD & RIG: DPT - Truck
DEPTH TO GROUNDWATER: NA	BOREHOLE DIAMETER: 1.5"	DRILLING CONTRACTOR / DRILLER NAME: Kehoe
TERMINAL DEPTH: 30.5'	PID CAL GAS/DATE: iso 11/13/15	SAMPLING METHOD: Acetate

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY	COMPLETION
								asphalt	
					1				
					2				
					3				
					4				
1122		AEB2-5'			5	1.7	SP	Poorly-graded sand, sand is fine, light brown, moist, no odors or discoloration	
					6				
					7				
					8				
					9				
1127		AEB2-10'			10	1.5	SP	Poorly-graded sand, sand is fine to medium, light brown, moist, no odors or discoloration	
					11				
					12				
					13				
					14				
1132		AEB2-15'			15	1.0	SP	Poorly-graded sand, sand is fine to medium, light brown, moist, no odors or discoloration	
					16				
					17				
					18				
					19				
1137		AEB2-20'			20	1.9	SP	Poorly-graded sand, sand is fine, to medium light brown, moist, no odors or discoloration	

BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL

BORING LOG

BORING: AEB2/SV2

PROJECT NO.: 9836000640

LOGGED BY: 11/13/15 DS

PAGE 2 OF 2

PROJECT NAME: 1024 Mateo St

PROJECT ADDRESS: 1024 Mateo St

NOTES:

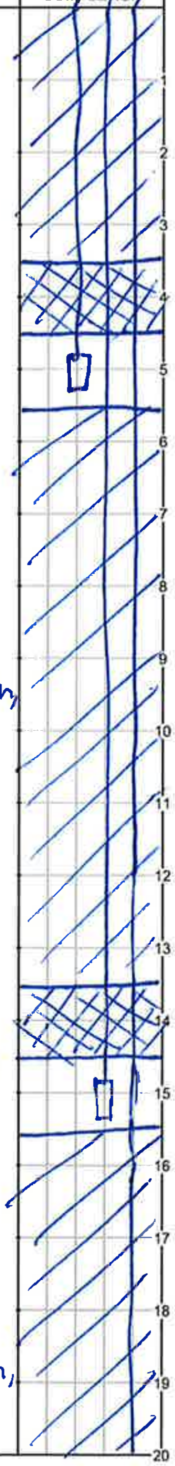
TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY	COMPLETION
					20				
					21				21
					22				22
					23				23
					24				24
1142		AEB2-25'			25	0.9	SP	Poorly-graded sand, sand is fine, light brown, moist, no odors or discoloration	25
					26				26
					27				27
					28				28
					29				29
1147		AEB2-30'			30	0.4	SP	Poorly-graded sand w/ gravel, sand is fine light brown, damp, no odors or discoloration	30
								terminated boring @ 30.5' no gw encountered	
					31				31
					32				32
					33				33
					34				34
					35				35
					36				36
					37				37
					38				38
					39				39
					40				40

BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL	BORING LOG	BORING: AEB3 / SV3
PROJECT NO.: 9836000640	DATE(S) DRILLED: 11/13/15	PAGE 1 OF 2
PROJECT NAME: 1024 Mateo St	LOGGED BY: DS	START TIME: 1213 / END TIME: 1300
PROJECT ADDRESS: 1024 Mateo St, Los Angeles		DRILLING METHOD & RIG: DPT- truck
DEPTH TO GROUNDWATER: NA	BOREHOLE DIAMETER: 1.5"	DRILLING CONTRACTOR / DRILLER NAME: Kehoe
TERMINAL DEPTH: 30.5'	PID CAL GAS/DATE: iso 11/13/15	SAMPLING METHOD: Acetate

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY
					0			concrete
					1			
					2			
					3			
					4			
1235		AEB3-5'			5	0.4	SM	Silty Sand, sand is fine, dark brown, moist, no odors or discoloration
					6			
					7			
					8			
					9			
1240		AEB3-10'			10	0.5	SM	~~Poo~~ Silty Sand, sand is fine, medium brown, moist, no odors or discoloration
					11			
					12			
					13			
					14			
1245		AEB3-15'			15	0.6	SP	Poorly-graded sand, sand is fine to medium, tan, moist, no odors or discoloration
					16			
					17			
					18			
					19			
1250		AEB3-20'			20	0.2	SP	Poorly-graded sand, sand is fine to medium, tan, moist, no odors or discoloration

COMPLETION



BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL

BORING LOG

BORING: AEB3/SV3

PROJECT NO.: 9836000640

LOGGED BY: DS

PAGE 2 OF 2

PROJECT NAME: 1024 Mateo St

PROJECT ADDRESS: 1024 Mateo St

NOTES:

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY	COMPLETION
					20				
					21				21
					22				22
					23				23
					24		DG/	Decomposed granite/poorly graded sand w/gravel	24
1255		AEB3-25'			25	0.3	SP	light brown/gray, damp, no odors or discoloration	25
					26				26
					27				27
					28				28
					29				29
1300		AEB3-30'			30				30
					31			terminated boring @ 30.5' no gw encountered	31
					32				32
					33				33
					34				34
					35				35
					36				36
					37				37
					38				38
					39				39
					40				40

BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL

BORING LOG

BORING: AEB4 / SV4

PROJECT NO.: 9836000640	DATE(S) DRILLED: 11/13/15	PAGE 1 OF 2
PROJECT NAME: 1024 Mateo St	LOGGED BY: DS	START TIME: 1340 / END TIME: 1415
PROJECT ADDRESS: 1024 Mateo St, Los Angeles		DRILLING METHOD & RIG: DPT - truck
DEPTH TO GROUNDWATER: N/A	BOREHOLE DIAMETER: 1.5"	DRILLING CONTRACTOR / DRILLER NAME: Kehoe
TERMINAL DEPTH: 30.5	PID CAL GAS/DATE: iso 11/13/15	SAMPLING METHOD: Acetate

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY	COMPLETION
					0			asphalt	
					1				
					2				
					3				
					4				
1350		AEB4-5'			5	1.1	SM ~~ML~~	Sandy Silt, sand is fine, medium brown, moist, no odors or discoloration	
					6				
					7				
					8				
					9				
1355		AEB4-10'			10	0.6	SM ~~ML~~	Sandy Silt, sand is fine, medium brown, moist, no odors or discoloration	
					11				
					12				
					13				
					14				
1400		AEB4-15'			15	0.2	SP ~~ML~~	Poorly-graded sand, sand is fine, moist, tan, no odors or discoloration	
					16				
					17				
					18				
					19				
1405		AEB4-20'			20	0.1	DG/SP	Decomposed granite / poorly graded sand w/ gravel, sand is fine to coarse, gray, no odors	

BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

ANDERSEN ENVIRONMENTAL

BORING LOG

BORING: AEB4/SV4

PAGE 2 OF 2

PROJECT NO.: 9836000640

LOGGED BY: DS

PROJECT NAME: 1024 Mateo St

PROJECT ADDRESS: 1024 Mateo St

NOTES: probes set @ 5' (short), 15' (med), + 30' (long)

TIME	BC	SAMPLE ID	R	SI	DEPTH	PID	USCS	LITHOLOGY	COMPLETION
					20				
					21				21
					22				22
					23				23
					24				24
1410		AEB4-25'			25	0.2	SW	well-graded sand, sand is fine to coarse, tan, moist, no odors or discoloration.	25
					26				26
					27				27
					28				28
					29			Poorly-graded sand, sand is fine to medium,	29
1415		AEB4-30'			30	0.2	SP	tan, moist, no odors or discoloration	30
					31			terminated boring @ 30.5' no gw encountered	31
					32				32
					33				33
					34				34
					35				35
					36				36
					37				37
					38				38
					39				39
					40				40

BC - BLOW COUNT R - RECOVERY SI - SAMPLE INTERVAL

APPENDIX B

LABORATORY REPORTS AND CHAIN-OF-CUSTODY DOCUMENTATION

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

November 18, 2015

Ms. Diana Buchanan
Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Report No.: 1511136
Project Name: 9836000640

Dear Ms. Diana Buchanan,

This report contains the analytical results for the sample(s) received under chain of custody(s) by Positive Lab Service on November 13, 2015.

The test results in this report are performed in compliance with ELAP accreditation requirements for the certified parameters. The laboratory report may not be produced, except in full, without the written approval of the laboratory.

The issuance of the final Certificate of Analysis takes precedence over any previous Preliminary Report. Preliminary data should not be used for regulatory purposes. Authorized signature(s) is provided on final report only.

If you have any questions in reference to this report, please contact your Positive Lab Service coordinator.

Project Manager

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB1-5' Soil (1511136-01) Sampled:11/13/15 10:00 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	**9.32**		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

POSITIVE LAB SERVICE
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(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB1-5' Soil (1511136-01) Sampled:11/13/15 10:00 Received:11/13/15 15:10

o-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*99.5 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*99.5 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*104 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB1-15' Soil (1511136-02) Sampled:11/13/15 10:10 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Certificate of Analysis

Andersen Environmental Inc.
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Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Project: 9836000640

Sample ID: AEB1-15' Soil (1511136-02) Sampled:11/13/15 10:10 Received:11/13/15 15:10

2-Butanone (MEK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

POSITIVE LAB SERVICE

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB1-15' Soil (1511136-02) Sampled:11/13/15 10:10 Received:11/13/15 15:10

Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*99.7 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*99.8 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*102 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB1-30' Soil (1511136-03) Sampled:11/13/15 10:25 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan   Phone: (310) 854-6300   FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB1-30' Soil (1511136-03) Sampled:11/13/15 10:25 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep Method	Test Method	Prepared	Analyzed	By	Batch
1,3-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*100 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*99.9 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*99.6 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB2-5' Soil (1511136-04) Sampled:11/13/15 11:22 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Certificate of Analysis

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5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB2-5' Soil (1511136-04) Sampled:11/13/15 11:22 Received:11/13/15 15:10

trans-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB2-5' Soil (1511136-04) Sampled:11/13/15 11:22 Received:11/13/15 15:10

sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*99.9 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*101 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*100 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB2-15' Soil (1511136-05) Sampled:11/13/15 11:32 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB2-15' Soil (1511136-05) Sampled:11/13/15 11:32 Received:11/13/15 15:10

Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*102 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*100 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*102 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB2-30' Soil (1511136-06) Sampled:11/13/15 11:47 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB2-30' Soil (1511136-06) Sampled:11/13/15 11:47 Received:11/13/15 15:10

Bromomethane (Methyl bromide)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND	1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND	1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Project: 9836000640

Sample ID: AEB2-30' Soil (1511136-06) Sampled:11/13/15 11:47 Received:11/13/15 15:10

1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*100 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*101 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*101 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB3-5' Soil (1511136-07) Sampled:11/13/15 12:35 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Project: 9836000640

Sample ID: AEB3-5' Soil (1511136-07) Sampled:11/13/15 12:35 Received:11/13/15 15:10

Carbon tetrachloride	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*101 %*		*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Sample ID: AEB3-5' Soil (1511136-07) Sampled:11/13/15 12:35 Received:11/13/15 15:10											
Surrogate: Toluene-d8	*100 %*				*80-120*	*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*103 %*				*80-120*	*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Sample ID: AEB3-15' Soil (1511136-08) Sampled:11/13/15 12:45 Received:11/13/15 15:10											
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Tetrachloroethene (PCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Hexanone (MBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Dibromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Chlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Project: 9836000640

Sample ID: AEB3-15' Soil (1511136-08) Sampled:11/13/15 12:45 Received:11/13/15 15:10

1,1,1,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Ethylbenzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
m,p-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
o-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Styrene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromoform (Tribromomethane)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Isopropylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Bromobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/14/15	11/14/15	mb	BK51643
Surrogate: Dibromofluoromethane	*101 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*101 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*100 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/14/15*	*11/14/15*	*mb*	*BK51643*

Sample ID: AEB3-30' Soil (1511136-09) Sampled:11/13/15 13:00 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643

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File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB3-30' Soil (1511136-09) Sampled:11/13/15 13:00 Received:11/13/15 15:10

Ethyl tert-butyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Butanone (MEK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroform	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-amyl methyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon tetrachloride	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Benzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichloroethene (TCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3,5-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
tert-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
sec-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Isopropyltoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB3-30' Soil (1511136-09) Sampled:11/13/15 13:00 Received:11/13/15 15:10

n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Surrogate: Dibromofluoromethane	*99.5 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*99.5 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*102 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*

Sample ID: AEB4-5' Soil (1511136-10) Sampled:11/13/15 13:50 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB4-5' Soil (1511136-10) Sampled:11/13/15 13:50 Received:11/13/15 15:10

trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tetrachloroethene (PCE)	**4.56**		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Hexanone (MBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethylbenzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
m,p-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
o-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Styrene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromoform (Tribromomethane)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Isopropylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Surrogate: Dibromofluoromethane	*98.7 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*98.7 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*103 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*

Sample ID: AEB4-15' Soil (1511136-11) Sampled:11/13/15 14:00 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643

POSITIVE LAB SERVICE

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB4-15' Soil (1511136-11) Sampled:11/13/15 14:00 Received:11/13/15 15:10

1,1-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND	1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-butyl alcohol	ND	1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Di-isopropyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl acetate	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethyl tert-butyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,2-Dichloroethene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Butanone (MEK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroform	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-amyl methyl ether	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon tetrachloride	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Benzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichloroethene (TCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Project: 9836000640

Sample ID: AEB4-15' Soil (1511136-11) Sampled:11/13/15 14:00 Received:11/13/15 15:10

1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Surrogate: Dibromofluoromethane	*99.7 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*103 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*100 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*

Sample ID: AEB4-30' Soil (1511136-12) Sampled:11/13/15 14:15 Received:11/13/15 15:10

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Dichlorodifluoromethane (FC-12)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Sample ID: AEB4-30' Soil (1511136-12) Sampled:11/13/15 14:15 Received:11/13/15 15:10

1,2-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromomethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dioxane	ND	1	ug/kg	80.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromodichloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chloroethyl vinyl ether	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
cis-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Methyl-2-pentanone (MIBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Toluene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
trans-1,3-Dichloropropene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2-Trichloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Tetrachloroethene (PCE)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Isopropylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3,5-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
tert-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
sec-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,3-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
4-Isopropyltoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,4-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
n-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2-Dibromo-3-chloropropane (DBCP)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,4-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Hexachlorobutadiene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Naphthalene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
1,2,3-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	11/15/15	11/15/15	mb	BK51643
Surrogate: Dibromofluoromethane	*98.7 %*		*67-123*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: Toluene-d8	*102 %*		*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*
Surrogate: 4-Bromofluorobenzene	*103 %*		*80-120*		*EPA 5030B*	*EPA 8260B*	*11/15/15*	*11/15/15*	*mb*	*BK51643*

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BK51643 - EPA 5030B										
Blank Prepared & Analyzed: 11/14/15										
Dichlorodifluoromethane (FC-12)	ND	4.00	ug/kg							
Chloromethane	ND	4.00	ug/kg							
Vinyl chloride (Chloroethylene)	ND	4.00	ug/kg							
Bromomethane (Methyl bromide)	ND	4.00	ug/kg							
Chloroethane	ND	4.00	ug/kg							
Trichlorofluoromethane (FC-11)	ND	4.00	ug/kg							
Acetone	ND	80.0	ug/kg							
Carbon disulfide	ND	40.0	ug/kg							
1,1-Dichloroethene	ND	4.00	ug/kg							
Methylene chloride (Dichloromethane)	ND	20.0	ug/kg							
Tert-butyl alcohol	ND	20.0	ug/kg							
trans-1,2-Dichloroethene	ND	4.00	ug/kg							
Methyl tert-butyl ether (MTBE)	ND	4.00	ug/kg							
1,1-Dichloroethane	ND	4.00	ug/kg							
Di-isopropyl ether	ND	4.00	ug/kg							
Vinyl acetate	ND	40.0	ug/kg							
Ethyl tert-butyl ether	ND	4.00	ug/kg							
2,2-Dichloropropane	ND	4.00	ug/kg							
cis-1,2-Dichloroethene	ND	4.00	ug/kg							
2-Butanone (MEK)	ND	40.0	ug/kg							
Bromochloromethane	ND	4.00	ug/kg							
Chloroform	ND	4.00	ug/kg							
1,1,1-Trichloroethane	ND	4.00	ug/kg							
Tert-amyl methyl ether	ND	4.00	ug/kg							
Carbon tetrachloride	ND	4.00	ug/kg							
1,1-Dichloropropene	ND	4.00	ug/kg							
Benzene	ND	2.00	ug/kg							
1,2-Dichloroethane	ND	4.00	ug/kg							
Trichloroethene (TCE)	ND	4.00	ug/kg							
1,2-Dichloropropane	ND	4.00	ug/kg							
Dibromomethane	ND	4.00	ug/kg							
1,4-Dioxane	ND	80.0	ug/kg							
Bromodichloromethane	ND	4.00	ug/kg							
2-Chloroethyl vinyl ether	ND	40.0	ug/kg							
cis-1,3-Dichloropropene	ND	4.00	ug/kg							
4-Methyl-2-pentanone (MIBK)	ND	40.0	ug/kg							
Toluene	ND	2.00	ug/kg							
trans-1,3-Dichloropropene	ND	4.00	ug/kg							
1,1,2-Trichloroethane	ND	4.00	ug/kg							

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BK51643 - EPA 5030B										
Tetrachloroethene (PCE)	ND	4.00	ug/kg							
1,3-Dichloropropane	ND	4.00	ug/kg							
2-Hexanone (MBK)	ND	40.0	ug/kg							
Dibromochloromethane	ND	4.00	ug/kg							
1,2-Dibromoethane (EDB)	ND	4.00	ug/kg							
Chlorobenzene	ND	4.00	ug/kg							
1,1,1,2-Tetrachloroethane	ND	4.00	ug/kg							
Ethylbenzene	ND	2.00	ug/kg							
m,p-Xylene	ND	2.00	ug/kg							
o-Xylene	ND	2.00	ug/kg							
Styrene	ND	4.00	ug/kg							
Bromoform (Tribromomethane)	ND	4.00	ug/kg							
Isopropylbenzene	ND	4.00	ug/kg							
Bromobenzene	ND	4.00	ug/kg							
1,1,2,2-Tetrachloroethane	ND	4.00	ug/kg							
1,2,3-Trichloropropane	ND	4.00	ug/kg							
n-Propylbenzene	ND	4.00	ug/kg							
2-Chlorotoluene	ND	4.00	ug/kg							
4-Chlorotoluene	ND	4.00	ug/kg							
1,3,5-Trimethylbenzene	ND	4.00	ug/kg							
tert-Butylbenzene	ND	4.00	ug/kg							
1,2,4-Trimethylbenzene	ND	4.00	ug/kg							
sec-Butylbenzene	ND	4.00	ug/kg							
1,3-Dichlorobenzene	ND	4.00	ug/kg							
4-Isopropyltoluene	ND	4.00	ug/kg							
1,4-Dichlorobenzene	ND	4.00	ug/kg							
1,2-Dichlorobenzene	ND	4.00	ug/kg							
n-Butylbenzene	ND	4.00	ug/kg							
1,2-Dibromo-3-chloropropane (DBCP)	ND	4.00	ug/kg							
1,2,4-Trichlorobenzene	ND	4.00	ug/kg							
Hexachlorobutadiene	ND	4.00	ug/kg							
Naphthalene	ND	4.00	ug/kg							
1,2,3-Trichlorobenzene	ND	4.00	ug/kg							
Surrogate: Dibromofluoromethane	*10.2*		ug/kg	*10.00*		*102*	*67-123*			
Surrogate: Toluene-d8	*10.0*		ug/kg	*10.00*		*100*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*10.2*		ug/kg	*10.00*		*102*	*80-120*			
LCS Prepared & Analyzed: 11/14/15										
1,1-Dichloroethene	19.3	4.00	ug/kg	20.00		96.6	69-139			
Methyl tert-butyl ether (MTBE)	17.5	4.00	ug/kg	20.00		87.4	64-127			
Benzene	17.5	2.00	ug/kg	20.00		87.5	69-130			

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640

File #:74354
Report Date: 11/18/15
Submitted: 11/13/15
PLS Report No.: 1511136

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BK51643 - EPA 5030B										
Trichloroethene (TCE)	17.6	4.00	ug/kg	20.00		88.0	68-133			
Toluene	16.9	2.00	ug/kg	20.00		84.4	70-130			
Chlorobenzene	17.6	4.00	ug/kg	20.00		88.2	73-120			
Surrogate: Dibromofluoromethane	*9.80*		ug/kg	*10.00*		*98.0*	*80-120*			
Surrogate: Toluene-d8	*10.2*		ug/kg	*10.00*		*102*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*10.1*		ug/kg	*10.00*		*101*	*80-120*			
Matrix Spike Source: 1511136-04 Prepared & Analyzed: 11/15/15										
1,1-Dichloroethene	42.5	4.00	ug/kg	40.00	ND	106	64-139			
Benzene	38.6	2.00	ug/kg	40.00	ND	96.5	66-132			
Trichloroethene (TCE)	40.8	4.00	ug/kg	40.00	ND	102	64-134			
Toluene	35.8	2.00	ug/kg	40.00	ND	89.5	60-135			
Chlorobenzene	36.6	4.00	ug/kg	40.00	ND	91.5	61-129			
Surrogate: Dibromofluoromethane	*10.2*		ug/kg	*10.00*		*102*	*79-120*			
Surrogate: Toluene-d8	*9.85*		ug/kg	*10.00*		*98.5*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*10.3*		ug/kg	*10.00*		*103*	*80-120*			
Matrix Spike Dup Source: 1511136-04 Prepared & Analyzed: 11/15/15										
1,1-Dichloroethene	42.1	4.00	ug/kg	40.00	ND	105	64-139	1.11	30	
Benzene	38.2	2.00	ug/kg	40.00	ND	95.6	66-132	1.02	30	
Trichloroethene (TCE)	40.0	4.00	ug/kg	40.00	ND	100	64-134	1.78	30	
Toluene	35.2	2.00	ug/kg	40.00	ND	88.0	60-135	1.75	30	
Chlorobenzene	35.4	4.00	ug/kg	40.00	ND	88.6	61-129	3.28	30	
Surrogate: Dibromofluoromethane	*10.4*		ug/kg	*10.00*		*104*	*79-120*			
Surrogate: Toluene-d8	*9.97*		ug/kg	*10.00*		*99.7*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*10.0*		ug/kg	*10.00*		*100*	*80-120*			

Notes and Definitions

NA	Not Applicable
ND	Analyte NOT DETECTED at or above the detection limit
NR	Not Reported
MDL	Method Detection Limit
PQL	Practical Quantitation Limit

Environmental Laboratory Accreditation Program Certificate No. 1131, Mobile Lab No. 2534, LACSD No. 10138

Authorized Signature(s)

93865

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CHAIN OF CUSTODY AND ANALYSIS REQUEST

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

DATE: 11/13/15 PAGE 1 OF 3

LOG BOOK NO. ____ FILE NO. ____ LAB NO. 1511130

CLIENT NAME: Andersen Environmental Project Name/No. 9836000640 P.O. NO.

AIRBILL NO: ____

ADDRESS: 5261 W Imperial Hwy, Los Angeles

ANALYSES REQUESTED:

COOLER TEMP: 1.7°C

PROJECT MANAGER: Diana Buchanan PHONE NO: 310-854-6300 FAX NO:

PRESERVATIVE:

SAMPLER NAME: Desi Salgado (Printed) (Signature)

REMARKS:

TAT (Analytical Turn Around Time) 0 = Same day; 1 = 24 Hour; 2 = 48 Hour; (Etc.) N = NORMAL 3: 72-hour

CONTAINER TYPES: B = Brass, E = Encore, G = Glass, P = Plastic, V = VOA Vial, O = Other:

UST Project: Y N - Global ID# ____

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	MATRIX: SOIL	MATRIX: SLUDGE	MATRIX: OTHER	TAT	CONTAINER: #	CONTAINER: TYPE	VOCs full scan (8260B)	SAMPLE CONDITION/ CONTAINER/COMMENTS:
1	1	11/13/15	1000	AEB1-5'		X			3	1	P	X	
2	2		1005	AEB1-10'		X			3	1	P		HOLD
3	3		1010	AEB1-15'		X			3	1	P	X	
4	4		1015	AEB1-20'		X			3	1	P		HOLD
5	5		1020	AEB1-25'		X			3	1	P		
6	6		1025	AEB1-30'		X			3	1	P	X	
7	7		1122	AEB2-5'		X			3	1	P	X	
8	8		1127	AEB2-10'		X			3	1	P		HOLD
9	9		1132	AEB2-15'		X			3	1	P	X	
10	10		1137	AEB2-20'		X			3	1	P		HOLD

Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:
Desi Salgado		11/13/15	3:10
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date: 11/13/15	Time: 3:10
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:

SAMPLE DISPOSITION:
1. Samples returned to client? YES NO
2. Samples will not be stored over 30 days, unless additional storage time is requested.
3. Storage time requested: ____ days

By ____ Date ____

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO_3, 2-H_2SO_4, 3-HCL, 4-Zinc Acetate, 5-NaOH, 6-NH_4 Buffer, 7-Other

LAB COPY

93866

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

CHAIN OF CUSTODY AND ANALYSIS REQUEST

DATE: 11/13/15 PAGE 2 OF 3

LOG BOOK NO. ______ FILE NO. ______ LAB NO. 1511136

CLIENT NAME: Andersen Environmental Project Name/No. 9836000640 P.O. NO.

AIRBILL NO: ______

ADDRESS: 5261 W Imperial Hwy, Los Angeles

COOLER TEMP: 1.7

PROJECT MANAGER: Diana Buchanan PHONE NO: 310-854-6300 FAX NO:

PRESERVATIVE:

SAMPLER NAME: Desi Salgado (Printed) (Signature)

REMARKS:

TAT (Analytical Turn Around Time) 0 = Same day; 1 = 24 Hour; 2 = 48 Hour; (Etc.) N = NORMAL 3: 72 hr

CONTAINER TYPES: B = Brass, E = Encore, G = Glass, P = Plastic, V = VOA Vial, 0 = Other:

UST Project: Y N - Global ID# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

ANALYSES REQUESTED:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX WATER	MATRIX SOIL	MATRIX SLUDGE	MATRIX OTHER	TAT	CONTAINER #	CONTAINER TYPE	VOCs full scan (8260B)	SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	11	11/13/15	1142	AEB2-25'		X			3	1	P		HOLD
2	12		1147	AEB2-30'		X			3	1	P	X	
3	13		1235	AEB3-5'		X			3	1	P	X	
4	14		1240	AEB3-10'		X			3	1	P		HOLD
5	15		1245	AEB3-15'		X			3	1	P	X	
6	16		1250	AEB3-20'		X			3	1	P		HOLD
7	17		1255	AEB3-25'		X			3	1	P		
8	18		1300	AEB3-30'		X			3	1	P	X	
9	19		1350	AEB4-5'		X			3	1	P	X	HOLD
10	20		1355	AEB4-10'		X			3	1	P		

Relinquished By: (Signature and Printed Name) Desi Salgado	Received By: (Signature and Printed Name)	Date: 11/13/15	Time: 3:10
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date: 11/13/15	Time: 3:10
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:

SAMPLE DISPOSITION:
1. Samples returned to client? YES NO
2. Samples will not be stored over 30 days, unless additional storage time is requested.
3. Storage time requested: ______ days

By ______ Date ______

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO_3, 2-H_2SO_4, 3-HCL, 4-Zinc Acetate, 5-NaOH, 6-NH_4 Buffer, 7-Other

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93868

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CHAIN OF CUSTODY AND ANALYSIS REQUEST

DATE: 11/13/15 PAGE 3 OF 3

LOG BOOK NO. ______ FILE NO. ______ LAB NO. 1511136

CLIENT NAME: Andersen Environmental Project Name/No. 9836000640 P.O. NO.

AIRBILL NO:

ADDRESS: 5261 W Imperial Hwy, Los Angeles

COOLER TEMP: 1.7

PROJECT MANAGER: Diana Buchanan PHONE NO: 310-854-6300 FAX NO:

PRESERVATIVE:

SAMPLER NAME: Desi Salgado (Printed) (Signature)

REMARKS:

TAT(Analytical Turn Around Time) 0 = Same day; 1 = 24 Hour; 2 = 48 Hour; (Etc.) N = NORMAL

CONTAINER TYPES: B = Brass, E = Encore, G = Glass, P = Plastic, V = VOA Vial, O = Other:

UST Project: Y N - Global ID# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

ANALYSES REQUESTED:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	MATRIX: SOIL	MATRIX: SLUDGE	MATRIX: OTHER	TAT	CONTAINER: #	CONTAINER: TYPE	VOCs full scan (8260B)							SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	21	11/13/15	1400	AEB4-15'		X			3	1	P	X							
2	22	↓	1405	AEB4-20'		X			3	1	P								HOLD ↓
3	23		1410	AEB4-25'		X			3	1	P								
4	24		1415	AEB4-30'		X			3	1	P	X							
5																			
6																			
7																			
8																			
9																			
10																			

Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:
Desi Salgado		11/13/15	310
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	11/13/15	310
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:

SAMPLE DISPOSITION:
1. Samples returned to client? YES NO
2. Samples will not be stored over 30 days, unless additional storage time is requested.
3. Storage time requested: ______ days

By ______ Date ______

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO_3, 2-H_2SO_4, 3-HCL, 4-Zinc Acetate, 5-NaOH, 6-NH_4 Buffer, 7-Other

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LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

November 18, 2015

Client Name: Andersen Environmental
Project Name: 9836000640 – 1024 Mateo St., Los Angeles, CA
Report Nos. : 1511160

This letter details a soil vapor investigation done by Positive Lab Service (PLS) for Andersen Environmental on November 17, 2015.

PLS was contracted to perform a soil vapor survey at 1024 Mateo St., Los Angeles, CA. The objective of the investigation was to determine if soil vapor contamination was present and the possible source area(s) of any contamination in the subsurface soil.

Scope of Work

A total of four triple-nested sampling locations were tested for soil gas analysis. The locations had probes at depths of 5ft., 15ft., and 30ft. bgs. The collected vapor samples were analyzed on-site using PLS mobile laboratory.

Sampling Method

Samples at each location were taken from exiting vapor probes using a vacuum pump. The recommended time for vapor probe stabilization was allowed before any purging was done. The pump was set to draw 200ml/min of soil vapor at a maximum vacuum of 100" of water. The pump was attached to the vapor well with tubing and drawn into a glass sampling bulb. New tubing and bulbs were used at each location to prevent cross contamination. A material blank using ambient air was collected and tested to identify any background contamination. Leak tests were performed using 1, 1-Difluoroethane at each sample location to determine if any leaks existed in the vapor well. The presence of 1, 1-Difluoroethane at or above 0.150 ug/l was reported in compliance with the Active Soil Gas Investigation Advisory, July 2015.

All of the sample probes produced adequate flow and samples were collected using three purge volumes per Active Soil Gas Investigation Advisory, July 2015. Sampling rates, volumes, and pressures were recorded in a daily log and submitted to the client.

Sample Analysis

Samples were immediately analyzed upon collection using a Hewlett Packard model 5890 Series II Plus gas chromatograph equipped with a 5972 series mass spectrometer detector (GC/MS) utilizing a purge and trap method. The GC/MS used a J & W Scientific DB-624 column. A

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Tekmar LSC 2000 purge and trap concentrator connected to an Archon autosampler was used to purge the sample for desorbtion onto the GC/MS system. Samples were loaded individually and autosampler sequencing was not used in processing samples. Sample results were collected on a PC using HP Chemstation software for data handling. Surrogate additions were added as part of the purging process. The calibration was performed using liquid standards that were converted to a vapor phase. The calibration was verified by two second source standards, one a converted liquid standard and the other a commercial vapor phase standard.

Results

The soil vapor results are listed in report number 1511160.

Quality Assurance

Calibration, Continuing Calibration Verification(s), and Second Source Calibration Verification standards were analyzed in accordance with the Active Soil Gas Investigation Advisory, July 2015. Laboratory Blank, Laboratory Control Sample, and Field Replicate results were included in the sample report. The Laboratory Replicate was not requested by the client.

Disclaimer

Information in this letter is solely derived from information gathered by PLS during the soil gas survey of November 17, 2015. Soil gas testing by PLS is a screening tool and PLS advises the recipient of this report to confirm any regulatory limits with the appropriate authorities before using the PQLs provided.

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LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
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November 18, 2015

Ms. Diana Buchanan
Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Report No.: 1511160
Project Name: 9836000640 - 1024 Mateo St., LA, CA

Dear Ms. Diana Buchanan,

This report contains the analytical results for the sample(s) received under chain of custody(s) by Positive Lab Service on November 17, 2015.

The test results in this report are performed in compliance with ELAP accreditation requirements for the certified parameters. The laboratory report may not be produced, except in full, without the written approval of the laboratory.

The issuance of the final Certificate of Analysis takes precedence over any previous Preliminary Report. Preliminary data should not be used for regulatory purposes. Authorized signature(s) is provided on final report only.

If you have any questions in reference to this report, please contact your Positive Lab Service coordinator.

D Sanchez
Project Manager

POSITIVE LAB SERVICE

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV1-5' (3 Purges) Air (1511160-01) Sampled:11/17/15 07:59 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0701**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	**0.0832**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**15.8**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*100 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*97.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*97.9 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

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File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV1-15' (3 Purges) Air (1511160-02) Sampled:11/17/15 08:30 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0856**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	**0.0365**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**20.4**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*99.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*99.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV1-30' (3 Purges) Air (1511160-03) Sampled:11/17/15 09:01 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.133**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**19.5**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*103 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*99.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*99.3 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV2-5' (3 Purges) Air (1511160-04) Sampled:11/17/15 10:10 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0868**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**6.54**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*103 %*		*70-130*			*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*97.9 %*		*70-130*			*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*97.1 %*		*70-130*			*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV2-15' (3 Purges) Air (1511160-05) Sampled:11/17/15 10:53 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.154**		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**15.8**		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*102 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*101 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*97.9 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV2-30' (3 Purges) Air (1511160-06) Sampled:11/17/15 11:24 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	**0.0912**		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.320**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	**0.0178**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**29.3**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*104 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*98.4 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV3-5' (3 Purges) Air (1511160-07) Sampled:11/17/15 11:53 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0256**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**4.56**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*101 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*99.3 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV3-15' (3 Purges) Air (1511160-08) Sampled:11/17/15 12:27 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0352**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**6.45**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*96.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV3-30' (3 Purges) Air (1511160-09) Sampled:11/17/15 12:55 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0352**		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**6.02**		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*103 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*101 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*98.0 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE

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Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV4-5' (3 Purges) Air (1511160-10) Sampled:11/17/15 14:05 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.0520**		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	**0.0196**		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**12.7**		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*99.0 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*102 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*94.3 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

POSITIVE LAB SERVICE
781 East Washington Blvd., Los Angeles, CA 90021
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Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV4-15' (3 Purges) Air (1511160-11) Sampled:11/17/15 14:34 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	**0.0671**		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.113**		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**26.9**		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B	M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*101 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*102 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*94.4 %*			*70-130*		*EPA 5030B*	*M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

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Certificate of Analysis

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5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Sample ID: SV4-30' (3 Purges) Air (1511160-12) Sampled:11/17/15 15:05 Received:11/17/15 15:05

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method	Prepared	Analyzed	By	Batch
1,1-Difluoroethane (DFA)	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dichlorodifluoromethane (FC-12)	**0.0872**		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichlorofluoromethane (FC-11)	**0.150**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tetrachloroethene (PCE)	**35.2**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	11/17/15	11/17/15	rp	BK51846
Surrogate: Dibromofluoromethane	*98.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: Toluene-d8	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*
Surrogate: 4-Bromofluorobenzene	*97.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*11/17/15*	*11/17/15*	*rp*	*BK51846*

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Certificate of Analysis

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File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836000640 - 1024 Mateo St., LA, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BK51846 - EPA 5030B										
Blank Prepared & Analyzed: 11/17/15										
1,1-Difluoroethane (DFA)	ND	0.150	ug/l							
Dichlorodifluoromethane (FC-12)	ND	0.0300	ug/l							
Vinyl chloride (Chloroethylene)	ND	0.0100	ug/l							
Chloroethane	ND	0.0300	ug/l							
Trichlorofluoromethane (FC-11)	ND	0.0150	ug/l							
Acetone	ND	1.00	ug/l							
1,1-Dichloroethene	ND	0.0250	ug/l							
Methylene chloride (Dichloromethane)	ND	1.00	ug/l							
trans-1,2-Dichloroethene	ND	0.0150	ug/l							
1,1-Dichloroethane	ND	0.0150	ug/l							
2,2-Dichloropropane	ND	0.0150	ug/l							
cis-1,2-Dichloroethene	ND	0.0150	ug/l							
2-Butanone (MEK)	ND	0.200	ug/l							
Chloroform	ND	0.0250	ug/l							
1,1,1-Trichloroethane	ND	0.0150	ug/l							
Carbon tetrachloride	ND	0.0150	ug/l							
1,1-Dichloropropene	ND	0.0150	ug/l							
Benzene	ND	0.0250	ug/l							
1,2-Dichloroethane	ND	0.0150	ug/l							
Trichloroethene (TCE)	ND	0.0150	ug/l							
1,2-Dichloropropane	ND	0.0150	ug/l							
cis-1,3-Dichloropropene	ND	0.0250	ug/l							
4-Methyl-2-pentanone (MIBK)	ND	0.0500	ug/l							
Toluene	ND	0.200	ug/l							
trans-1,3-Dichloropropene	ND	0.0250	ug/l							
1,1,2-Trichloroethane	ND	0.0250	ug/l							
Tetrachloroethene (PCE)	ND	0.0250	ug/l							
1,3-Dichloropropane	ND	0.0250	ug/l							
Dibromochloromethane	ND	0.0250	ug/l							
Chlorobenzene	ND	0.0250	ug/l							
1,1,1,2-Tetrachloroethane	ND	0.0250	ug/l							
Ethylbenzene	ND	0.150	ug/l							
m,p-Xylene	ND	0.200	ug/l							
o-Xylene	ND	0.150	ug/l							
1,1,2,2-Tetrachloroethane	ND	0.0250	ug/l							
1,2,3-Trichloropropane	ND	0.0250	ug/l							
Methyl tert-butyl ether (MTBE)	ND	0.0150	ug/l							
1,4-Dioxane	ND	0.250	ug/l							
Tert-butyl alcohol	ND	0.150	ug/l							

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Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Project: 9836000640 - 1024 Mateo St., LA, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BK51846 - EPA 5030B										
Di-isopropyl ether	ND	0.0150	ug/l							
Ethyl tert-butyl ether	ND	0.0150	ug/l							
Tert-amyl methyl ether	ND	0.0150	ug/l							
Cyclohexane	ND	0.100	ug/l							
Freon 113	ND	0.0250	ug/l							
Surrogate: Dibromofluoromethane	*10.1*		ug/l	*10.00*		*101*	*70-130*			
Surrogate: Toluene-d8	*9.84*		ug/l	*10.00*		*98.4*	*70-130*			
Surrogate: 4-Bromofluorobenzene	*9.64*		ug/l	*10.00*		*96.4*	*70-130*			
LCS Prepared & Analyzed: 11/17/15										
1,1-Dichloroethene	9.96	0.0250	ug/l	10.00		99.6	70-130			
Benzene	10.4	0.0250	ug/l	10.00		104	70-130			
Trichloroethene (TCE)	9.83	0.0150	ug/l	10.00		98.3	70-130			
Toluene	10.3	0.200	ug/l	10.00		103	70-130			
Chlorobenzene	9.68	0.0250	ug/l	10.00		96.8	70-130			
Methyl tert-butyl ether (MTBE)	9.59	0.0150	ug/l	10.00		95.9	70-130			
Surrogate: Dibromofluoromethane	*9.83*		ug/l	*10.00*		*98.3*	*70-130*			
Surrogate: Toluene-d8	*10.1*		ug/l	*10.00*		*101*	*70-130*			
Surrogate: 4-Bromofluorobenzene	*9.55*		ug/l	*10.00*		*95.5*	*70-130*			
Duplicate Source: 1511160-09 Prepared & Analyzed: 11/17/15										
1,1-Difluoroethane (DFA)	ND	0.150	ug/l		ND				25	
Dichlorodifluoromethane (FC-12)	ND	0.0300	ug/l		ND				25	
Vinyl chloride (Chloroethylene)	ND	0.0100	ug/l		ND				25	
Chloroethane	ND	0.0300	ug/l		ND				25	
Trichlorofluoromethane (FC-11)	0.0420	0.0150	ug/l		0.0352			17.7	25	
Acetone	ND	1.00	ug/l		ND				25	
1,1-Dichloroethene	ND	0.0250	ug/l		ND				25	
Methylene chloride (Dichloromethane)	ND	1.00	ug/l		ND				25	
trans-1,2-Dichloroethene	ND	0.0150	ug/l		ND				25	
1,1-Dichloroethane	ND	0.0150	ug/l		ND				25	
2,2-Dichloropropane	ND	0.0150	ug/l		ND				25	
cis-1,2-Dichloroethene	ND	0.0150	ug/l		ND				25	
2-Butanone (MEK)	ND	0.200	ug/l		ND				25	
Chloroform	ND	0.0250	ug/l		ND				25	
1,1,1-Trichloroethane	ND	0.0150	ug/l		ND				25	
Carbon tetrachloride	ND	0.0150	ug/l		ND				25	
1,1-Dichloropropene	ND	0.0150	ug/l		ND				25	
Benzene	ND	0.0250	ug/l		ND				25	
1,2-Dichloroethane	ND	0.0150	ug/l		ND				25	
Trichloroethene (TCE)	ND	0.0150	ug/l		ND				25	
1,2-Dichloropropane	ND	0.0150	ug/l		ND				25	

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental Inc.
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Ms. Diana Buchanan Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 11/18/15
Submitted: 11/17/15
PLS Report No.: 1511160

Project: 9836000640 - 1024 Mateo St., LA, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BK51846 - EPA 5030B										
cis-1,3-Dichloropropene	ND	0.0250	ug/l		ND				25	
4-Methyl-2-pentanone (MIBK)	ND	0.0500	ug/l		ND				25	
Toluene	ND	0.200	ug/l		ND				25	
trans-1,3-Dichloropropene	ND	0.0250	ug/l		ND				25	
1,1,2-Trichloroethane	ND	0.0250	ug/l		ND				25	
Tetrachloroethene (PCE)	5.94	0.0250	ug/l		6.02			1.37	25	
1,3-Dichloropropane	ND	0.0250	ug/l		ND				25	
Dibromochloromethane	ND	0.0250	ug/l		ND				25	
Chlorobenzene	ND	0.0250	ug/l		ND				25	
1,1,1,2-Tetrachloroethane	ND	0.0250	ug/l		ND				25	
Ethylbenzene	ND	0.150	ug/l		ND				25	
m,p-Xylene	ND	0.200	ug/l		ND				25	
o-Xylene	ND	0.150	ug/l		ND				25	
1,1,2,2-Tetrachloroethane	ND	0.0250	ug/l		ND				25	
1,2,3-Trichloropropane	ND	0.0250	ug/l		ND				25	
Methyl tert-butyl ether (MTBE)	ND	0.0150	ug/l		ND				25	
1,4-Dioxane	ND	0.250	ug/l		ND				25	
Tert-butyl alcohol	ND	0.150	ug/l		ND				25	
Di-isopropyl ether	ND	0.0150	ug/l		ND				25	
Ethyl tert-butyl ether	ND	0.0150	ug/l		ND				25	
Tert-amyl methyl ether	ND	0.0150	ug/l		ND				25	
Cyclohexane	ND	0.100	ug/l		ND				25	
Freon 113	ND	0.0250	ug/l		ND				25	
Surrogate: Dibromofluoromethane	*10.1*		ug/l	*10.00*		*101*	*70-130*			
Surrogate: Toluene-d8	*9.96*		ug/l	*10.00*		*99.6*	*70-130*			
Surrogate: 4-Bromofluorobenzene	*9.57*		ug/l	*10.00*		*95.7*	*70-130*			

Notes and Definitions

NA	Not Applicable
ND	Analyte NOT DETECTED at or above the detection limit
NR	Not Reported
MDL	Method Detection Limit
PQL	Practical Quantitation Limit

Environmental Laboratory Accreditation Program Certificate No. 1131, Mobile Lab No. 2534, LACSD No. 10138

Authorized Signature(s)

89091

POSITIVE LAB SERVICE

CHAIN OF CUSTODY AND ANALYSIS REQUEST

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

DATE: 11-17-15 PAGE 1 OF 2

LOG BOOK NO. ______ FILE NO. ______ LAB NO. 1511160

CLIENT NAME: Andersen Environmental Project Name/No. 9836 000 640 1024 Mateo St. Los Angeles, CA P.O. NO.

AIRBILL NO: ______ M.Lab Ambient

~~COOLER~~ TEMP: 70°F (PR)

PRESERVED: ______

ADDRESS: 5261 West Imperial Hwy, Los Angeles, CA 90045

PROJECT MANAGER: Diana Buchanan PHONE NO: (310) 854-6300 FAX NO:

SAMPLER NAME: Rick Owen Parker (Printed) Rick Owen Parker (Signature)

TAT (Analytical Turn Around Time) 0 = Same day; 1 = 24 Hour; 2 = 48 Hour; (Etc.) N = NORMAL

CONTAINER TYPES: B = Brass, E = Encore, G = Glass, P = Plastic, V = VOA Vial, 0 = Other:

UST Project: Y N - Global ID# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

ANALYSES REQUESTED:

REMARKS:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	MATRIX: SOIL	MATRIX: SLUDGE	MATRIX: OTHER	TAT	CONTAINER #	CONTAINER TYPE	EPA 8260B (VOC-Air)								SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	1	11/17/15	07:59	SV1-5' (3 Purges)					0	1	G	X								
2	2		08:30	SV1-15' (3 Purges)						1		X								
3	3		09:01	SV1-30' (3 Purges)						2		X								
4	4		10:10	SV2-5' (3 Purges)						1		X								
5	5		10:53	SV2-15' (3 Purges)								X								
6	6		11:24	SV2-30' (3 Purges)								X								
7	7		11:53	SV3-5' (3 Purges)								X								
8	8		12:27	SV3-15' (3 Purges)								X								
9	9		12:55	SV3-30' (3 Purges)						2		X								Includes QC Dup
10	10		14:05	SV4-5' (3 Purges)						1		X								

Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:
Rick Owen Parker	N/A	11/17/15	17:10
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:

SAMPLE DISPOSITION:

1. Samples returned to client? YES NO
2. Samples will not be stored over 30 days, unless additional storage time is requested.
3. Storage time requested: ______ days

By ______ Date ______

SPECIAL INSTRUCTIONS:

89092

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

CHAIN OF CUSTODY AND ANALYSIS REQUEST

DATE: 11-17-15 PAGE 2 OF 2

LOG BOOK NO._____ FILE NO._____ LAB NO. 511160

CLIENT NAME: Andersen Environmental Project Name/No. 9836 000 640 1024 Mateo St. Los Angeles, CA P.O. NO.

AIRBILL NO: M. Lab Aubrest

~~COOLER~~ TEMP: 70.0°F

PRESERVED:

REMARKS:

ADDRESS: 5261 West Imperial Hwy, Los Angeles, CA 90045

PROJECT MANAGER: Diana Buchanan PHONE NO: (310) 854-6300 FAX NO:

SAMPLER NAME: Rick Owen Parlier (Printed) Rick Owen Parlier (Signature)

TAT(Analytical Turn Around Time) 0 = Same day; 1 = 24 Hour; 2 = 48 Hour; (Etc.) N = NORMAL

CONTAINER TYPES: B = Brass, E = Encore, G = Glass, P = Plastic, V = VOA Vial, O = Other:

UST Project: Y N - Global ID#

ANALYSES REQUESTED:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	MATRIX: SOIL	MATRIX: SLUDGE	MATRIX: OTHER	TAT	CONTAINER #	CONTAINER TYPE	EPA 8260B (VOC - Air)								SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	11	11/17/15	14:34	SV4-15' (3 Purges)				/	0	1	G	X								
2	12	↓	15:05	SV4-30' (3 Purges)				/	0	1	G	X								
3																				
4																				
5																				
6																				
7																				
8																				
9																				
10																				

Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:
Rick Owen Parlier	N/A	11/17/15	17:10

SPECIAL INSTRUCTIONS:

SAMPLE DISPOSITION:
1. Samples returned to client? YES NO
2. Samples will not be stored over 30 days, unless additional storage time is requested.
3. Storage time requested: _____ days

By _____ Date _____

APPENDIX C

JOHNSON-ETTINGER MODELING INPUT AND RESULTS

DTSC Vapor Intrusion Screening Model - Soil Gas

Introduction

This vapor intrusion model should be used in conjunction with the 2011 Department of Toxic Substances Control (DTSC) document: "Guidance for the Evaluation and Mitigation of Subsurface Vapor Intrusion into Indoor Air", also called the Vapor Intrusion Guidance (VIG).

The Johnson and Ettinger (J&E) model (1991) predicts indoor air concentrations resulting from subsurface vapor migration into indoor air. The model produces an attenuation factor "alpha" that represents the ratio of the indoor air concentration to the subsurface concentration. Indoor air concentrations can be estimated from subsurface data (contaminant concentration in soil gas or groundwater) and the attenuation factor. The USEPA programmed the J&E model into Microsoft EXCEL™ and added a human health risk component that calculates the risk associated with inhalation of a specific contaminant at the estimated indoor air concentration (USEPA Vapor Intrusion Model; 2004a). The USEPA "User's Guide for Evaluating Subsurface Vapor Intrusion into Buildings" (2004b) should be reviewed for documentation and instructions for using the vapor intrusion model provided in the spreadsheets. The USEPA screening level model can be used an additional line of evidence for evaluating vapor intrusion at a site. The model has been modified by the DTSC Human and Ecological Risk Office (HERO) to include Cal/EPA toxicity criteria values for the risk calculation component.

After preliminary evaluation of a site for potential vapor intrusion by use of default vapor attenuation factors (DTSC VIG, Step 5), a site-specific screening evaluation may be conducted using phys parameter data collected for the site and the DTSC version of the USEPA Vapor Intrusion Model (DTSC VIG, Steps 6 and 7). Table 3 of the DTSC VIG lists the input parameters for Site-Specific Screening Evaluations and provides default values for several parameters.

Users of the spreadsheet should be familiar with the assumptions and limitations of the model and recognize when the model is not appropriate for evaluating a site. For example, the model cannot evaluate preferential migration pathways and fractured bedrock conditions, which have the potential to significantly increase the rate of vapor intrusion beyond what the model would predict. Input parameters for a given site must be appropriately conservative and match site-specific conditions. The user should understand the sensitivity of the model to various input parameters and the DT recommends that all vapor intrusion evaluations include a sensitivity analysis. (See DTSC 2011 and USEPA 2004b).

December 2014 Revisions

The residential exposure duration (ED) and the averaging time for noncarcinogens (AT_{C}) have been changed to 26 years as recommended by DTSC Human and Ecological Risk Office (DTSC 2014a) and consistent with the USEPA Exposure Factors Update (USEPA 2014a). **(DATENTER F47, G47; VLOOKUP C19, D19)**

March 2014 Revisions (last update - December 2011)

The DTSC version of the USEPA vapor intrusion spreadsheet model has been revised to (1) reflect recommendations in the Final DTSC Vapor Intrusion Guidance (2011), (2) provide additional receptor exposure scenarios, and (3) update toxicity criteria values from Cal/EPA Office of Environmental Health Hazard Assessment (OEHHA) and USEPA as currently recommended by the DT Human and Ecological Risk Office. Other revisions include changes in default soil properties and values for chemical physical properties, addition of references and comments for specific toxicity criteria, and messages and flags to refer the user to additional information.

Soil Properties (DATENTER H24, F36:H36)

The default values for soil properties for screening evaluations have been revised to those for sand (SCS soil type "S"; previous values were from USEPA Soil Screening Guidance, 1996), and are consistent with the values used to derive the California Human Health Screening Levels (OEHHA, 2005). Site-specific values may be used for site-specific vapor intrusion evaluations (see Appendices D and H of the VIG).

Additional Receptors (DATENTER Row 47)

A pull-down menu has been provided to allow for evaluation of a commercial/industrial receptor or a user-defined receptor, in addition to the residential receptor.

Receptor Exposure Parameters (DATENTER Row 47)

The auto-fill feature (using the "Lookup Receptor Parameters" button) will provide default exposure assumptions and air exchange rate for the residential and commercial scenarios. The user can also enter site-specific expsoure parameters if the "user-defined" scenario is selected.

Exposure Time (DATENTER I47)

Exposure Time was added as a parameter for receptor inhalation exposures. This revision is consistent with USEPA (2009) methodology to use the type of human health toxicity values which are currently derived by the USEPA Integrated Risk Information System (IRIS) as concentrations (Reference Concentrations, [or Cal/EPA OEHHA References Exposure Levels] for non-cancer effects and Inhalation Unit Risk values for cancer endpoints) rather than the earlier and now superseded intake-based approach. This revision is also needed for evaluation of receptor daily exposures that are less than 24 hours.

DTSC Vapor Intrusion Screening Model - Soil Gas

Air Exchange Rate (DATENTER J47)

The Air Exchange Rate was added as an input parameter specific to a receptor scenario—residential (default = 0.5 changes per hour), commercial (default = 1.0 changes per hour), or user-defined. A user-defined site-specific air exchange rate may be higher or lower than the default. However, the exchange rate must be within a reasonable range and the basis for the value must be technically supported. The building dimensions remain fixed for the screening scenarios (INTERCALCS I10).

Default Attenuation Factor (alpha) for Subslab Soil Gas Data (DATENTER E24, F24, J36, J37; INTERCALCS A10, H31; message at RESULTS B19 and DATENTER K9)

For soil gas, the "source - building separation", L_T, is calculated by the model as the difference between the depth below grade to the bottom of the enclosed space, L_F (E24), and the soil gas sampling depth below grade, L_S (F24) (ideally, the depth to the source): $L_T = L_S - L_F$

If L_T, is less than 40 cm (OEHHA 2005; engineered fill scenario), the model defaults to the empirically derived subslab attenuation factor of 0.05 (DTSC VIG Table 2 and Appendix B):

If L_T < 40 cm, alpha = 0.05

Minimum Attenuation Factor (DATENTER L7; INTERCALCS H31; message at INTERCALCS H32, RESULTS B19 and DATENTER K9)

In certain site-specific situations, the model can yield very low attenuation factors, lower than reasonable values. DTSC does not anticipate that many sites will have attenuation factors less than 0.00006 (6E-05) for soil gas, as indicated by the empirical data in USEPA's database (5th percentile of attenuation factors remaining after source strength screen of 500X for exterior soil gas; USEPA, 2012). A warning message will appear on the INTERCALCS, RESULTS and DATENTER worksheets if the calculated attenuation factor is less than 0.00006. Use of attenuation factors less than 0.00006 should be fully explained and justified with site-specific information and a weight-of-evidence approach.

Results Summary (DATENTER J4:N7)

The receptor scenario, soil gas concentration (source vapor concentration, C_{source}), attenuation factor (alpha), indoor air concentration ($C_{building}$), cancer risk and hazard quotient are now shown on the DATENTER worksheet for easy reference and printing. For the soil gas model, C_{source} is the measured soil gas concentration input into the model. For the groundwater model, C_{source} is calculated from the groundwater concentration input into the model.

Chemical Properties (VLOOKUP, Chemical Properties Lookup Table)

The Chemical Properties Lookup Table columns C through H represent the current DTSC/HERO recommendations. These values reflect the chemical properties listed in the USEPA November 2013 Regional Screening Level Tables (USEPA 2013a) and USEPA online Vapor Intrusion Screening Level Calculator (2014b), except for the chemicals listed below:

75296	**2-Chloropropane** - Not listed in the RSL table; original spreadsheet values are retained.
108872	**Methylcyclohexane** - Not listed in the RSL table; original spreadsheet values are retained.
541731	**1,3-Dichlorobenzene** - Not listed in the RSL table; average values for 1,2- and 1,4-isomers from the RSL table are used as surrogate.

Toxicity Criteria (VLOOKUP, Chemical Properties Lookup Table)

The toxicity criteria listed in the Chemical Properties Lookup Table columns M (Inhalation Unit Risk, IUR) and N (Reference Concentration, RfC), represent current DTSC/HERO recommendations. These values are used by the model for calculating risk and hazard. The toxicity criteria listed in columns S (IUR) and T (RfC) are from the USEPA November 2013 Regional Screening Level Tables. For screening evaluations, DTSC/HERO applies route-extrapolation of oral toxicity values when inhalation criteria are not available. The RSL table excludes inhalation critiera derived by route-extrapolation from oral toxicity values. Many of t RfCs previously based on route-extrapolation have been replaced by USEPA provisional RfC or screening RfCs. Toxicity criteria from the original USEPA version of the model are shown as "Archive" values in columns W and X. Chemicals for which toxicity criteria values in columns M and N have been revised are listed below. See cell notes in VLOOKUP for further information.

OEHHA = Cal/EPA Office of Environmental Health Hazard Assessment
IRIS = USEPA Integrated Risk Information System
RSL = USEPA Regional Screening Level (Tables and Chemical-Specific values)
PPRTV = USEPA Provisional Peer-Reviewed Toxicity Value (PPRTV also refers to the USEPA document)
IUR = Inhalation Unit Risk
REL = Reference Exposure Level (Cal/EPA OEHHA inhalation reference concentration)
RfC = Reference Concentration
RfDi = Inhalation Reference Dose
RfDo = Oral Reference Dose
ATSDR = Agency for Toxic Substances and Disease Registry
MRL = ATSDR Minimal Risk Level

67663 **Chloroform** - IUR was revised to USEPA IRIS value. RfC was revised to ATSDR value as recommended in November 2013 RSL table.

67721 **Hexachloroethane** - RfC updated to 2011 USEPA RfC.

71432 **Benzene** - RfC from USEPA 2003 IRIS replaced with OEHHA 2014 REL

71556 **1,1,1-Trichloroethane** - RfC replaced with OEHHA REL.

74873 **Methyl Chloride** (Chloromethane) - IUR value withdrawn; USEPA 2012 PPRTV determined data are inadequate for assessment of carcinogenic potential.

74908 **Hydrogen Cyanide** - RfC updated to 2010 IRIS RfC.

74953 **Methylene Bromide** (Dibromomethane) - RfC derived from RfDo replaced with USEPA 2009 PPRTV Appendix A screening chronic RfC.

75003 **Chloroethane** - IUR value withdrawn by USEPA. 2007 PPRTV characterized chloroethane as likely to be carcinogenic to humans; however, data are inadequate for calculation of inhalation unit risk. Listed in 1990 as Cal/EPA Prop. 65 carcinogen.

75718 **Dichlorodifluoromethane** - RfC updated with 2010 PPRTV Appendix A screening chronic RfC.

79005 **1,1,2-Trichloroethane** - RfC derived from RfDo replaced with 2011 PPRTV Appendix A screening chronic RfC.

79345 **1,1,2,2-Tetrachloroethane** - RfC derived from PPRTV RfDo was updated using route-to-route extrapolation of 2010 IRIS RfDo.

88722 **o-Nitrotoluene** - Added IUR derived from route extrapolation of USEPA 2008 PPRTV oral cancer slope factor. USEPA classified as likely to be carcinogenic to humans. Listed in 1998 as Cal/EPA Prop. 65 carcinogen.

92524 **Biphenyl** - RfC derived from RfDo replaced with USEPA 2011 PPRTV Appendix A screening chronic RfC. Suggestive evidence of carcinogenicity.

96333 **Methyl Acrylate** - RfC derived from RfDo replaced with 2012 PPRTV RfC recommended in the November 2013 RSL Table.

97632 **Ethylmethylacrylate** - RfC derived from RfDo replaced with 2010 PPRTV RfC recommended in the November 2013 RSL Table.

98066 ***tert*-Butylbenzene** - RfC derived from RfDo replaced with IRIS RfC for isopropylbenzene (cumene), surrogate recommended by 2012 PPRTV for tert-butylbenzene.

98953 **Nitrobenzene** - IUR added and RfC updated with the 2009 IRIS assessment. Likely to be carcinogenic to humans (combined route).

103651 **n-Propylbenzene** - RfC derived from RfDo replaced with IRIS RfC for ethyl benzene, surrogate recommended in 2009 PPRTV Appendix A and used in November 2013 RSL table.

104518 **n-Butylbenzene** - RfC derived from provisional RfDo updated using route-to-route extrapolation of 2010 IRIS RfDo.

106934 **1,2-Dibromoethane** - IUR from OEHHA replaced with more conservative IRIS IUR.

107062 **1,2-Dichloroethane** - IUR from OEHHA replaced with IRIS IUR. RfC (OEHHA 2000 REL) updated with USEPA 2010 PPRTV RfC.

108678 **1,3,5-Trimethylbenzene** - RfC derived as 2003 PPRTV was withdrawn by USEPA; replaced with RfC HERO derived by route extrapolation of 2009 PPRTV screening chronic RfDo.

108872 **Methylcyclohexane** - RfC from HEAST replaced with IRIS 2005 RfC for surrogate hexane.

108907 **Chlorobenzene** - RfC from OEHHA (REL) replaced with USEPA 2006 PPRTV RfC.

120821 **1,2,4-Trichlorobenzene** - RfC from 2002 PPRTV updated with USEPA 2009 PPRTV RfC.

126987 **Methacrylonitrile** - RfC from HEAST updated with USEPA 2013 PPRTV RfC.

126998 **2-Chloro-1,3-butadiene** (Chloroprene) - IUR added and RfC from HEAST updated with IRIS RfC. USEPA 2010 IRIS assessment characterized chloroprene as likely to be carcinogenic to humans. Listed in 2000 as Cal/EPA Prop. 65 carcinogen.

132649 **Dibenzofuran** - RfC derived from provisional RfDo replaced with RfC derived from route-extrapolation of USEPA 2007 PPRTV screening chronic RfDo.

135988 ***sec*-Butylbenzene** - RfC replaced with IRIS RfC for isopropylbenzene, surrogate recommended by 2012 PPRTV for sec-butylbenzene.

141786 **Ethylacetate** - RfC derived from 1988 IRIS RfDo replaced by USEPA 2013 PPRTV RfC.

156592 ***cis*-1,2-Dichloroethylene** - RfC derived from HEAST RfDo replaced with RfC derived from extrapolation of the 2010 IRIS RfDo.

319846 **alpha-HCH** (Hexachlorohexane; alpha-BHC) - IUR from OEHHA replaced with more conservative USEPA IRIS IUR.

Additional Chemicals (VLOOKUP, Chemical Properties Lookup Table)

Chemicals have been added to the list for vapor intrusion evaluation as a result of toxicity criteria being derived or revised, more frequent detection at sites, and/or as needed for specific sites. See cell notes in VLOOKUP for chemical-specific information.

109-99-9	**Tetrahydrofuran**
96-12-8	**1,2-Dibromo-3-chloropropane**
142-28-9	**1,3-Dichloropropane**
123-91-1	**1,4-Dioxane**
108-60-1	**bis(2-Chloroisopropyl)ether**
542-88-1	**bis(Chloromethyl)ether**
108-20-3	**Diisopropyl ether (DIPE)**
106-89-8	**Epichlorohydrin**
924-16-3	**N-Nitroso-di-n-butylamine**
109-66-0	**Pentane, n-**
110-82-7	**Cyclohexane**

Chemical-Specific Information - Message (DATENTER I13)

For certain chemicals, a message will appear beneath the chemical name referring the user to the VLOOKUP Chemical Properties Lookup Table for comments on chemical properties and/or toxicity criteria. The comments provide chemical-specific information important for interpretation and/or application of the results in risk characterization and risk management. Included are possible or likely carcinogens for which inhalation unit risks have not been developed for quantifying potential risks.

Trichloroethylene (Trichloroethene, TCE; VLOOKUP, Chemical Properties Lookup Table M70, N70; message at DATENTER I13)

To protect women in the first trimester of pregnancy as one of the most sensitive populations, due to potential developmental toxicity from exposure to TCE, USEPA Region 9 developed health-protective interim response action levels and guidelines to address short-term inhalation exposures to TCE in indoor air from subsurface vapor intrusion (USEPA 2013b). HERO concurs with use of the USEPA Region 9's "Prompt Response Action Levels" of 2 $\mu g/m^3$ and 9 $\mu g/m^3$ for exposure to TCE under residential and commercial/industrial 8-hour workday scenarios, respectively (DTSC 2014b).

In the event the model-predicted indoor air concentration of TCE for a site approaches or exceeds these interim action levels, the DTSC Project Manager and Toxicologist should be contacted for a site-specific evaluation.

(Note that these prompt response action levels are close to the long-term exposure, cancer risk-based indoor air concentrations for 10^{6} risk, 0.4 $\mu g/m^3$ for residential exposures and 3 $\mu g/m^3$ for 8-hour/day commercial/industrial exposures.)

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USEPA, 1996. *Soil Screening Guidance: User's Guide.* United States Environmental Protection Agency, Office of Emergency and Remedial Response. July 1996. EPA/540/R96/018, 9355.4-23.
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USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

DATA ENTRY SHEET

Scenario: **Commercial**
Chemical: **Tetrachloroethylene**

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
1.38E+04	5.1E-04	7.1E+00	3.4E-06	4.6E-02

Reset to Defaults

Soil Gas Concentration Data

ENTER Chemical CAS No. (numbers only, no dashes)	ENTER Soil gas conc., C_g ($\mu g/m^3$)	OR	ENTER Soil gas conc., C_g (ppmv)	Chemical
127184	1.38E+04			Tetrachloroethylene

MORE ↓

ENTER Depth below grade to bottom of enclosed space floor, L_F (15 or 200 cm)	ENTER Soil gas sampling depth below grade, L_s (cm)	ENTER Average soil temperature, T_S (°C)	ENTER Vadose zone SCS soil type (used to estimate soil vapor permeability)	OR	ENTER User-defined vadose zone soil vapor permeability, k_v (cm^2)
15	152	24	S		

MORE ↓

ENTER Vandose zone SCS soil type	ENTER Vadose zone soil dry bulk density, ρ_b^A (g/cm^3)	ENTER Vadose zone soil total porosity, n^V (unitless)	ENTER Vadose zone soil water-filled porosity, θ_w^V (cm^3/cm^3)	ENTER Average vapor flow rate into bldg. (Leave blank to calculate) Q_{soil} (L/m)
S	1.66	0.375	0.054	5

Lookup Soil Parameters

MORE ↓

Lookup Receptor Parameters

	ENTER Averaging time for carcinogens, AT_C (yrs)	ENTER Averaging time for noncarcinogens, AT_{NC} (yrs)	ENTER Exposure duration, ED (yrs)	ENTER Exposure frequency, EF (days/yr)	ENTER Exposure Time ET (hrs/day)	ENTER Air Exchange Rate ACH $(hour)^{-1}$
NEW=> Commercial	70	25	25	250	8	1
					(NEW)	(NEW)

END

Tetrachloroethylene

Diffusivity in air, D_a (cm^2/s)	Diffusivity in water, D_w (cm^2/s)	Henry's law constant at reference temperature, H ($atm\text{-}m^3/mol$)	Henry's law constant reference temperature, T_R (^oC)	Enthalpy of vaporization at the normal boiling point, $\Delta H_{v,b}$ (cal/mol)	Normal boiling point, T_B (^oK)	Critical temperature, T_C (^oK)	Unit risk factor, URF ($(\mu g/m^3)^{-1}$)	Reference conc., RfC (mg/m^3)	Molecular weight, MW (g/mol)
5.05E-02	9.46E-06	1.77E-02	25	8,288	394.40	620.20	5.9E-06	3.5E-02	165.83

END

Scenario: **Commercial**

Chemical: **Tetrachloroethylene**

Source-building separation, L_T (cm)	Vadose zone soil air-filled porosity, θ_a^V (cm^3/cm^3)	Vadose zone effective total fluid saturation, S_{te} (cm^3/cm^3)	Vadose zone soil intrinsic permeability, k_i (cm^2)	Vadose zone soil relative air permeability, k_{rg} (cm^2)	Vadose zone soil effective vapor permeability, k_v (cm^2)	Floor-wall seam perimeter, X_{crack} (cm)	Soil gas conc. (μg/m^3)	Bldg. ventilation rate, $Q_{building}$ (cm^3/s)
137	0.321	0.003	1.02E-07	0.998	1.01E-07	4,000	1.38E+04	6.78E+04

Area of enclosed space below grade, A_B (cm^2)	Crack-to-total area ratio, η (unitless)	Crack depth below grade, Z_{crack} (cm)	Enthalpy of vaporization at ave. soil temperature, $\Delta H_{v,TS}$ (cal/mol)	Henry's law constant at ave. soil temperature, H_{TS} (atm-m^3/mol)	Henry's law constant at ave. soil temperature, H'_{TS} (unitless)	Vapor viscosity at ave. soil temperature, μ_{TS} (g/cm-s)	Vadose zone effective diffusion coefficient, D^{eff}_V (cm^2/s)	Diffusion path length, L_d (cm)
1.00E+06	5.00E-03	15	9,410	1.68E-02	6.88E-01	1.80E-04	8.16E-03	137

Convection path length, L_p (cm)	Source vapor conc., C_{source} (μg/m^3)	Crack radius, r_{crack} (cm)	Average vapor flow rate into bldg., Q_{soil} (cm^3/s)	Crack effective diffusion coefficient, D^{crack} (cm^2/s)	Area of crack, A_{crack} (cm^2)	Exponent of equivalent foundation Peclet number, $\exp(Pe^f)$ (unitless)	Infinite source indoor attenuation coefficient, α (unitless)	Infinite source bldg. conc., $C_{building}$ (μg/m^3)
15	1.38E+04	1.25	8.33E+01	8.16E-03	5.00E+03	7.45E+08	**5.12E-04**	7.06E+00

Unit risk factor, URF (μg/m^3)$^{-1}$	Reference conc., RfC (mg/m^3)
5.9E-06	3.5E-02

END

RESULTS SHEET

Scenario: **Commercial**
Chemical: **Tetrachloroethylene**

INCREMENTAL RISK CALCULATIONS:

Incremental risk from vapor intrusion to indoor air, carcinogen (unitless)	Hazard quotient from vapor intrusion to indoor air, noncarcinogen (unitless)
3.4E-06	**4.6E-02**

MESSAGE SUMMARY BELOW:

END

Soil Properties Lookup Table

SCS Soil Type	K_s (cm/h)	α_1 (1/cm)	N (unitless)	M (unitless)	n (cm^3/cm^3)	θ_r (cm^3/cm^3)	Mean Grain Diameter (cm)	Bulk Density (g/cm^3)	θ_w (cm^3/cm^3)	SCS Soil Name
C	0.61	0.01496	1.253	0.2019	0.459	0.098	0.0092	1.43	0.215	Clay
CL	0.34	0.01581	1.416	0.2938	0.442	0.079	0.016	1.48	0.168	Clay Loam
L	0.50	0.01112	1.472	0.3207	0.399	0.061	0.020	1.59	0.148	Loam
LS	4.38	0.03475	1.746	0.4273	0.390	0.049	0.040	1.62	0.076	Loamy Sand
S	26.78	0.03524	3.177	0.6852	0.375	0.053	0.044	1.66	0.054	Sand
SC	0.47	0.03342	1.208	0.1722	0.385	0.117	0.025	1.63	0.197	Sandy Clay
SCL	0.55	0.02109	1.330	0.2481	0.384	0.063	0.029	1.63	0.146	Sandy Clay Loam
SI	1.82	0.00658	1.679	0.4044	0.489	0.050	0.0046	1.35	0.167	Silt
SIC	0.40	0.01622	1.321	0.2430	0.481	0.111	0.0039	1.38	0.216	Silty Clay
SICL	0.46	0.00839	1.521	0.3425	0.482	0.090	0.0056	1.37	0.198	Silty Clay Loam
SIL	0.76	0.00506	1.663	0.3987	0.439	0.065	0.011	1.49	0.180	Silt Loam
SL	1.60	0.02667	1.449	0.3099	0.387	0.039	0.030	1.62	0.103	Sandy Loam

NEW => Receptor Lookup Table (added by HERO)

Receptor Type	AT_C (yrs)	AT_{NC} (yrs)	ED (yrs)	EF (days/yr)	ET (hrs/day)	ACH (1/hour)
Residential	70	26	26	350	24	0.5
Commercial	70	25	25	250	8	1
User-Defined						

Notes on Toxicity Criteria (see cell comments for individual chemical toxicity values)

1. Chemical name (blue) = Carcinogens with IUR
2. Values are from USEPA IRIS database except as indicated.
3. **Bold** = Cal/EPA Office of Environmental Health Hazard Assessment (OEHHA) toxicity value
4. IUR or RfC (red) = revised values (March 2014 update of December 2011 values)
5. X denotes route extrapolation from oral toxicity criteria.
   (Values posted by USEPA or OEHHA as inhalation criteria, including cancer slope factors, are not denoted except as in original USEPA 2002 Draft VI guidance.)

Chemical Properties Lookup Table (K_{oc}, D_a, D_w, S, H', H values updated per USEPA November 2013 RSL Table)

NEW => 11 Additional Chemicals (CAS No. in red)

CAS No.	Chemical	Organic carbon partition coefficient, K_{oc} (cm^3/g)	Diffusivity in air, D_a (cm^2/s)	Diffusivity in water, D_w (cm^2/s)	Pure component water solubility, S (mg/L)	Henry's law constant H' (unitless)	Henry's law constant at reference temperature, H (atm-m^3/mol)	Henry's law constant reference temperature, T_R (°C)	Normal boiling point, T_B (°K)	Critical temperature, T_C (°K)	Enthalpy of vaporization at the normal boiling point, $DH_{v,b}$ (cal/mol)
56235	Carbon tetrachloride	4.39E+01	5.71E-02	9.79E-06	7.93E+02	1.13E+00	2.76E-02	25	349.9	556.6	7,127
57749	Chlordane	3.38E+04	3.44E-02	4.02E-06	5.60E-02	1.99E-03	4.85E-05	25	624.2	885.7	14,000
58899	gamma-HCH (Lindane)	2.81E+03	4.33E-02	5.06E-06	7.30E+00	2.10E-04	5.14E-06	25	596.6	839.4	15,000
60297	Ethyl ether	9.70E+00	8.52E-02	9.36E-06	6.04E+04	5.03E-02	1.23E-03	25	307.5	466.7	6,338
60571	Dieldrin	2.01E+04	2.33E-02	6.01E-06	1.95E-01	4.09E-04	1.00E-05	25	613.3	842.3	17,000
67641	Acetone	2.36E+00	1.06E-01	1.15E-05	1.00E+06	1.43E-03	3.50E-05	25	329.2	508.1	6,955
67663	Chloroform	3.18E+01	7.69E-02	1.09E-05	7.95E+03	1.50E-01	3.67E-03	25	334.3	536.4	6,988
67721	Hexachloroethane	1.97E+02	3.21E-02	8.89E-06	5.00E+01	1.59E-01	3.89E-03	25	458.0	695.0	9,510
71432	Benzene	1.46E+02	8.95E-02	1.03E-05	1.79E+03	2.27E-01	5.55E-03	25	353.2	562.2	7,342
71556	1,1,1-Trichloroethane	4.39E+01	6.48E-02	9.60E-06	1.29E+03	7.03E-01	1.72E-02	25	347.2	545.0	7,136
72435	Methoxychlor	2.69E+04	2.21E-02	5.59E-06	1.00E-01	8.30E-06	2.03E-07	25	651.0	848.5	16,000
72559	DDE	1.18E+05	4.08E-02	4.76E-06	4.00E-02	1.70E-03	4.16E-05	25	636.4	860.4	15,000
74839	Methyl bromide (bromomethane)	1.32E+01	1.00E-01	1.35E-05	1.52E+04	3.00E-01	7.34E-03	25	276.7	467.0	5,714
74873	Methyl chloride (chloromethane)	1.32E+01	1.24E-01	1.36E-05	5.32E+03	3.61E-01	8.82E-03	25	249.0	416.3	5,115
74908	Hydrogen cyanide	3.80E+00	1.68E-01	1.68E-05	1.00E+06	5.44E-03	1.33E-04	25	299.0	456.7	6,676
74953	Methylene bromide (dibromomethane	2.17E+01	5.51E-02	1.19E-05	1.19E+04	3.36E-02	8.22E-04	25	370.0	583.0	7,868
75003	Chloroethane (ethyl chloride)	2.17E+01	1.04E-01	1.16E-05	6.71E+03	4.54E-01	1.11E-02	25	285.3	460.4	5,879
75014	Vinyl chloride (chloroethene)	2.17E+01	1.07E-01	1.20E-05	8.80E+03	1.14E+00	2.78E-02	25	259.3	432.0	5,250
75058	Acetonitrile	4.67E+00	1.34E-01	1.41E-05	1.00E+06	1.41E-03	3.45E-05	25	354.6	545.5	7,110
75070	Acetaldehyde	1.00E+00	1.28E-01	1.35E-05	1.00E+06	2.73E-03	6.67E-05	25	293.1	466.0	6,157
75092	Methylene chloride (dichloromethane)	2.17E+01	9.99E-02	1.25E-05	1.30E+04	1.33E-01	3.25E-03	25	313.0	510.0	6,706
75150	Carbon disulfide	2.17E+01	1.06E-01	1.30E-05	2.16E+03	5.89E-01	1.44E-02	25	319.0	552.0	6,391
75218	Ethylene oxide	3.24E+00	1.34E-01	1.45E-05	1.00E+06	6.05E-03	1.48E-04	25	283.6	469.0	6,104
75252	Bromoform	3.18E+01	3.57E-02	1.04E-05	3.10E+03	2.19E-02	5.35E-04	25	422.4	696.0	9,479
75274	Bromodichloromethane	3.18E+01	5.63E-02	1.07E-05	3.03E+03	8.67E-02	2.12E-03	25	363.2	585.9	7,800
75296	2-Chloropropane	9.14E+00	8.88E-02	1.01E-05	3.73E+03	5.93E-01	1.45E-02	25	308.7	485.0	6,286
75343	1,1-Dichloroethane	3.18E+01	8.36E-02	1.06E-05	5.04E+03	2.30E-01	5.62E-03	25	330.6	523.0	6,895
75354	1,1-Dichloroethylene	3.18E+01	8.63E-02	1.10E-05	2.42E+03	1.07E+00	2.61E-02	25	304.8	576.1	6,247
75456	Chlorodifluoromethane	3.18E+01	1.03E-01	1.33E-05	2.77E+03	1.66E+00	4.06E-02	25	232.4	369.3	4,836
75694	Trichlorofluoromethane	4.39E+01	6.54E-02	1.00E-05	1.10E+03	3.97E+00	9.70E-02	25	296.7	471.0	5,999
75718	Dichlorodifluoromethane	4.39E+01	7.60E-02	1.08E-05	2.80E+02	1.40E+01	3.43E-01	25	243.2	385.0	9,421
76131	1,1,2-Trichloro-1,2,2-trifluoroethane	1.97E+02	3.76E-02	8.59E-06	1.70E+02	2.15E+01	5.26E-01	25	320.7	487.3	6,463
76448	Heptachlor	4.13E+04	2.23E-02	5.70E-06	1.80E-01	1.20E-02	2.94E-04	25	603.7	846.3	13,000
77474	Hexachlorocyclopentadiene	1.40E+03	2.72E-02	7.22E-06	1.80E+00	1.10E+00	2.70E-02	25	512.2	746.0	10,931
78831	Isobutanol	2.92E+00	8.97E-02	1.00E-05	8.50E+04	4.00E-04	9.78E-06	25	381.0	547.8	10,936
78875	1,2-Dichloropropane	6.07E+01	7.33E-02	9.73E-06	2.80E+03	1.15E-01	2.82E-03	25	369.5	572.0	7,590
78933	Methylethylketone (2-butanone)	4.51E+00	9.14E-02	1.02E-05	2.23E+05	2.33E-03	5.69E-05	25	352.5	536.8	7,481
79005	1,1,2-Trichloroethane	6.07E+01	6.69E-02	1.00E-05	4.59E+03	3.37E-02	8.24E-04	25	386.2	602.0	8,322
79016	Trichloroethylene	6.07E+01	6.87E-02	1.02E-05	1.28E+03	4.03E-01	9.85E-03	25	360.4	544.2	7,505
79209	Methyl acetate	3.06E+00	9.58E-02	1.10E-05	2.43E+05	4.70E-03	1.15E-04	25	329.8	506.7	7,260
79345	1,1,2,2-Tetrachloroethane	9.49E+01	4.89E-02	9.29E-06	2.83E+03	1.50E-02	3.67E-04	25	419.6	661.2	8,996

CAS No.	Chemical	DTSC-Recommended Toxicity Criteria Values Used to Calculate Risk and Hazard (last updated March 2014) (0.0E+00 = no value available)					Comment	USEPA-Recommended Toxicity Criteria Values November 2013 RSL Table				ARCHIVE Original USEPA Toxicity Criteria (USEPA 2002 Draft Vapor Intrusion Guidance)			
		Inhalation Unit Risk IUR ($\mu g/m^3$)$^{-1}$	Reference conc., RfC (mg/m^3)	Molecular weight, MW (g/mol)	Extrapolated from oral toxicity value IUR (X)	Extrapolated from oral toxicity value RfC (X)	Flag (y)	Inhalation Unit Risk IUR ($\mu g/m^3$)$^{-1}$	Reference conc., RfC (mg/m^3)	Extrapolated from oral toxicity value IUR (X)	Extrapolated from oral toxicity value RfC (X)	Unit Risk Factor URF ($\mu g/m^3$)$^{-1}$	Reference conc., RfC (mg/m^3)	Extrapolated from oral toxicity value URF (X)	Extrapolated from oral toxicity value RfC (X)
56235	Carbon tetrachloride	**4.2E-05**	**4.0E-02**	1.54E+02				6.0E-06	1.0E-01			1.5E-05	0.0E+00		
57749	Chlordane	**3.4E-04**	7.0E-04	4.10E+02				1.0E-04	7.0E-04			1.0E-04	7.0E-04		
58899	gamma-HCH (Lindane)	**3.1E-04**	1.1E-03	2.91E+02		X		3.1E-04				3.7E-04	1.1E-03	X	X
60297	Ethyl ether	0.0E+00	7.0E-01	7.41E+01		X						0.0E+00	7.0E-01		X
60571	Dieldrin	**4.6E-03**	1.8E-04	3.81E+02		X		4.6E-03				4.6E-03	1.8E-04		X
67641	Acetone	0.0E+00	3.1E+01	5.81E+01					3.1E+01			0.0E+00	3.5E-01		X
67663	Chloroform	2.3E-05	9.8E-02	1.19E+02				2.3E-05	9.8E-02			2.3E-05	0.0E+00		
67721	Hexachloroethane	**1.1E-05**	3.0E-02	2.37E+02				1.1E-05	3.0E-02			4.0E-06	3.5E-03		X
71432	Benzene	**2.9E-05**	**3.0E-03**	7.81E+01			y	7.8E-06	3.0E-02			7.8E-06	0.0E+00		
71556	1,1,1-Trichloroethane	0.0E+00	**1.0E+00**	1.33E+02					5.0E+00			0.0E+00	2.2E+00		
72435	Methoxychlor	0.0E+00	1.8E-02	3.46E+02		X						0.0E+00	1.8E-02		X
72559	DDE	**9.7E-05**	0.0E+00	3.18E+02	X			9.7E-05		X		9.7E-05	0.0E+00	X	
74839	Methyl bromide (bromomethane)	0.0E+00	**5.0E-03**	9.49E+01					5.0E-03			0.0E+00	5.0E-03		
74873	Methyl chloride (chloromethane)	0.0E+00	9.0E-02	5.05E+01			y		9.0E-02			1.0E-06	9.0E-02		
74908	Hydrogen cyanide	0.0E+00	8.0E-04	2.70E+01					8.0E-04			0.0E+00	3.0E-03		
74953	Methylene bromide (dibromomethane	0.0E+00	4.0E-03	1.74E+02					4.0E-03			0.0E+00	3.5E-02		X
75003	Chloroethane (ethyl chloride)	1.3E-06	1.0E+01	6.45E+01	X		y		1.0E+01			8.3E-07	1.0E+01	X	
75014	Vinyl chloride (chloroethene)	**7.8E-05**	1.0E-01	6.25E+01				8.8E-06	1.0E-01			8.8E-06	1.0E-01		
75058	Acetonitrile	0.0E+00	6.0E-02	4.11E+01					6.0E-02			0.0E+00	6.0E-02		
75070	Acetaldehyde	**2.7E-06**	9.0E-03	4.41E+01				2.2E-06	9.0E-03			2.2E-06	9.0E-03		
75092	Methylene chloride (dichloromethane)	**1.0E-06**	**4.0E-01**	8.49E+01				1.0E-08	6.0E-01			4.7E-07	3.0E+00		
75150	Carbon disulfide	0.0E+00	7.0E-01	7.61E+01					7.0E-01			0.0E+00	7.0E-01		
75218	Ethylene oxide	**8.8E-05**	**3.0E-02**	4.41E+01				8.8E-05	3.0E-02			1.0E-04	0.0E+00		
75252	Bromoform	1.1E-06	7.0E-02	2.53E+02		X		1.1E-06				1.1E-06	7.0E-02		X
75274	Bromodichloromethane	**3.7E-05**	7.0E-02	1.64E+02	X	X		3.7E-05		X		1.8E-05	7.0E-02	X	X
75296	2-Chloropropane	0.0E+00	1.0E-01	7.85E+01			y					0.0E+00	1.0E-01		
75343	1,1-Dichloroethane	**1.6E-06**	7.0E-01	9.90E+01	X	X		1.6E-06				0.0E+00	5.0E-01		
75354	1,1-Dichloroethylene	0.0E+00	**7.0E-02**	9.69E+01					2.0E-01			0.0E+00	2.0E-01		
75456	Chlorodifluoromethane	0.0E+00	5.0E+01	8.65E+01					5.0E+01			0.0E+00	5.0E+01		
75694	Trichlorofluoromethane	0.0E+00	7.0E-01	1.37E+02					7.0E-01			0.0E+00	7.0E-01		
75718	Dichlorodifluoromethane	0.0E+00	1.0E-01	1.21E+02					1.0E-01			0.0E+00	2.0E-01		
76131	1,1,2-Trichloro-1,2,2-trifluoroethane	0.0E+00	3.0E+01	1.87E+02					3.0E+01			0.0E+00	3.0E+01		
76448	Heptachlor	**1.2E-03**	1.8E-03	3.73E+02		X		1.3E-03				1.3E-03	1.8E-03		X
77474	Hexachlorocyclopentadiene	0.0E+00	2.0E-04	2.73E+02					2.0E-04			0.0E+00	2.0E-04		
78831	Isobutanol	0.0E+00	1.1E+00	7.41E+01		X						0.0E+00	1.1E+00		X
78875	1,2-Dichloropropane	**1.0E-05**	4.0E-03	1.13E+02	X			1.0E-05	4.0E-03			1.9E-05	4.0E-03	X	
78933	Methylethylketone (2-butanone)	0.0E+00	5.0E+00	7.21E+01					5.0E+00			0.0E+00	1.0E+00		
79005	1,1,2-Trichloroethane	1.6E-05	2.0E-04	1.33E+02				1.6E-05	2.0E-04			1.6E-05	1.4E-02		X
79016	Trichloroethylene	4.1E-06	2.0E-03	1.31E+02			y	4.1E-06	2.0E-03			1.1E-04	4.0E-02	X	
79209	Methyl acetate	0.0E+00	3.5E+00	7.41E+01		X						0.0E+00	3.5E+00		X
79345	1,1,2,2-Tetrachloroethane	**5.8E-05**	7.0E-02	1.68E+02		X		5.8E-05				5.8E-05	2.1E-01		X

NEW => 11 Additional Chemicals
(CAS No. in red)

		Chemical Properties Lookup Table (K_{oc}, D_a, D_w, S, H', H values updated per USEPA November 2013 RSL Table)										DTSC-Recommended Toxicity Criteria Values Used to Calculate Risk and Hazard (last updated March 2014) (0.0E+00 = no value available)						USEPA-Recommended Toxicity Criteria Values November 2013 RSL Table				ARCHIVE Original USEPA Toxicity Criteria (USEPA 2002 Draft Vapor Intrusion Guidance)			
CAS No.	Chemical	Organic carbon partition coefficient, K_{oc} (cm^3/g)	Diffusivity in air, D_a (cm^2/s)	Diffusivity in water, D_w (cm^2/s)	Pure component water solubility, S (mg/L)	Henry's law constant H' (unitless)	Henry's law constant at reference temperature, H ($atm\text{-}m^3/mol$)	Henry's law constant reference temperature, T_R (°C)	Normal boiling point, T_B (°K)	Critical temperature, T_C (°K)	Enthalpy of vaporization at the normal boiling point, $DH_{v,b}$ (cal/mol)	Inhalation Unit Risk IUR $(\mu g/m^3)^{-1}$	Reference conc., RfC (mg/m^3)	Molecular weight, MW (g/mol)	Extrapolated from oral toxicity value IUR (X)	Extrapolated from oral toxicity value RfC (X)	Comment Flag (y)	Inhalation Unit Risk IUR $(\mu g/m^3)^{-1}$	Reference conc., RfC (mg/m^3)	Extrapolated from oral toxicity value IUR (X)	Extrapolated from oral toxicity value RfC (X)	Unit Risk Factor URF $(\mu g/m^3)^{-1}$	Reference conc., RfC (mg/m^3)	Extrapolated from oral toxicity value URF (X)	Extrapolated from oral toxicity value RfC (X)
79469	2-Nitropropane	3.08E+01	8.47E-02	1.02E-05	1.70E+04	4.87E-03	1.19E-04	25	393.2	594.0	8,383	2.7E-03	2.0E-02	8.91E+01				2.7E-03	2.0E-02			2.7E-03	2.0E-02		
80626	Methylmethacrylate	9.14E+00	7.50E-02	9.21E-06	1.50E+04	1.30E-02	3.19E-04	25	373.5	567.0	8,975	0.0E+00	7.0E-01	1.00E+02					7.0E-01			0.0E+00	7.0E-01		
83329	Acenaphthene	5.03E+03	5.06E-02	8.33E-06	3.90E+00	7.52E-03	1.84E-04	25	550.5	803.2	12,155	0.0E+00	2.1E-01	1.54E+02		X						0.0E+00	2.1E-01		X
86737	Fluorene	9.16E+03	4.40E-02	7.89E-06	1.69E+00	3.93E-03	9.62E-05	25	570.4	870.0	12,666	0.0E+00	1.4E-01	1.66E+02		X						0.0E+00	1.4E-01		X
87683	Hexachloro-1,3-butadiene	8.45E+02	2.67E-02	7.03E-06	3.20E+00	4.21E-01	1.03E-02	25	486.2	738.0	10,206	2.2E-05	3.5E-03	2.61E+02		X		2.2E-05				2.2E-05	7.0E-04		X
88722	o-Nitrotoluene	3.71E+02	5.88E-02	8.67E-06	6.50E+02	5.11E-04	1.25E-05	25	495.0	720.0	12,239	6.3E-05	3.2E-03	1.37E+02	X	X	y					0.0E+00	3.5E-02		X
91203	Naphthalene	1.54E+03	6.05E-02	8.38E-06	3.10E+01	1.80E-02	4.40E-04	25	491.1	748.4	10,373	**3.4E-05**	3.0E-03	1.28E+02				3.4E-05	3.0E-03			0.0E+00	3.0E-03		
91576	2-Methylnaphthalene	2.48E+03	5.24E-02	7.78E-06	2.46E+01	2.11E-02	5.18E-04	25	514.3	761.0	12,600	0.0E+00	1.4E-02	1.42E+02		X						0.0E+00	7.0E-02		X
92524	Biphenyl	5.13E+03	4.71E-02	7.56E-06	6.94E+00	1.26E-02	3.08E-04	25	529.1	789.0	10,890	0.0E+00	4.0E-04	1.54E+02			y		4.0E-04			0.0E+00	1.8E-01		X
95476	o-Xylene	3.83E+02	6.89E-02	8.53E-06	1.78E+02	2.12E-01	5.18E-03	25	417.6	630.3	8,661	0.0E+00	1.0E-01	1.06E+02					1.0E-01			0.0E+00	1.0E-01		
95501	1,2-Dichlorobenzene	3.83E+02	5.62E-02	8.92E-06	1.56E+02	7.85E-02	1.92E-03	25	453.6	705.0	9,700	0.0E+00	2.0E-01	1.47E+02					2.0E-01			0.0E+00	2.0E-01		
95578	2-Chlorophenol	3.07E+02	6.61E-02	9.48E-06	1.13E+04	4.58E-04	1.12E-05	25	447.5	675.0	9,572	0.0E+00	1.8E-02	1.29E+02		X						0.0E+00	1.8E-02		X
95636	1,2,4-Trimethylbenzene	6.14E+02	6.07E-02	7.92E-06	5.70E+01	2.52E-01	6.16E-03	25	442.3	649.2	9,369	0.0E+00	7.0E-03	1.20E+02					7.0E-03			0.0E+00	6.0E-03		
96128	1,2-Dibromo-3-chloropropane	1.16E+02	3.21E-02	8.90E-06	1.23E+03	6.01E-03	1.47E-04	25	469.0	703.5	9,960	6.0E-03	2.0E-04	2.36E+02				6.0E-03	2.0E-04						
96184	1,2,3-Trichloropropane	1.16E+02	5.75E-02	9.24E-06	1.75E+03	1.40E-02	3.43E-04	25	430.0	652.0	9,171	8.6E-03	3.0E-04	1.47E+02	X		y		3.0E-04			5.7E-04	4.9E-03	X	
96333	Methyl acrylate	5.84E+00	8.60E-02	1.02E-05	4.94E+04	8.14E-03	1.99E-04	25	353.7	536.0	7,749	0.0E+00	2.0E-02	8.61E+01					2.0E-02			0.0E+00	1.1E-01		X
97632	Ethylmethacrylate	1.67E+01	6.53E-02	8.38E-06	5.40E+03	2.34E-02	5.73E-04	25	390.0	571.0	10,957	0.0E+00	3.0E-01	1.14E+02					3.0E-01			0.0E+00	3.2E-01		X
98066	tert-Butylbenzene	1.00E+03	5.30E-02	7.37E-06	2.95E+01	5.40E-01	1.32E-02	25	442.1	1,220.0	8,980	0.0E+00	4.0E-01	1.34E+02								0.0E+00	1.4E-01		X
98828	Cumene	6.98E+02	6.03E-02	7.86E-06	6.13E+01	4.70E-01	1.15E-02	25	425.6	631.1	10,335	0.0E+00	4.0E-01	1.20E+02			y		4.0E-01			0.0E+00	4.0E-01		
98862	Acetophenone	5.19E+01	6.52E-02	8.72E-06	6.13E+03	4.25E-04	1.04E-05	25	475.0	709.5	11,732	0.0E+00	3.5E-01	1.20E+02		X						0.0E+00	3.5E-01		X
98953	Nitrobenzene	2.26E+02	6.81E-02	9.45E-06	2.09E+03	9.81E-04	2.40E-05	25	484.0	719.0	10,566	4.0E-05	9.0E-03	1.23E+02				4.0E-05	9.0E-03			0.0E+00	2.0E-03		
100414	Ethylbenzene	4.46E+02	6.85E-02	8.46E-06	1.69E+02	3.22E-01	7.88E-03	25	409.3	617.2	8,501	**2.5E-06**	1.0E+00	1.06E+02				2.5E-06	1.0E+00			0.0E+00	1.0E+00		
100425	Styrene	4.46E+02	7.11E-02	8.78E-06	3.10E+02	1.12E-01	2.75E-03	25	418.3	636.0	8,737	0.0E+00	**9.0E-01**	1.04E+02					1.0E+00			0.0E+00	1.0E+00		
100447	Benzylchloride	4.46E+02	6.34E-02	8.81E-06	5.25E+02	1.68E-02	4.12E-04	25	452.0	685.0	8,773	**4.9E-05**	1.0E-03	1.27E+02	X			4.9E-05	1.0E-03			4.9E-05	0.0E+00	X	
100527	Benzaldehyde	1.11E+01	7.44E-02	9.46E-06	6.95E+03	1.09E-03	2.67E-05	25	452.0	695.0	11,658	0.0E+00	3.5E-01	1.06E+02		X						0.0E+00	3.5E-01		X
103651	n-Propylbenzene	8.13E+02	6.02E-02	7.83E-06	5.22E+01	4.29E-01	1.05E-02	25	432.2	630.0	9,123	0.0E+00	1.0E+00	1.20E+02					1.0E+00			0.0E+00	1.4E-01		X
104518	n-Butylbenzene	1.48E+03	5.28E-02	7.33E-06	1.18E+01	6.50E-01	1.59E-02	25	456.5	660.5	9,290	0.0E+00	1.8E-01	1.34E+02		X						0.0E+00	1.4E-01		X
106423	p-Xylene	3.75E+02	6.82E-02	8.42E-06	1.62E+02	2.82E-01	6.90E-03	25	411.5	616.2	8,525	0.0E+00	1.0E-01	1.06E+02					1.0E-01			0.0E+00	1.0E-01		
106467	1,4-Dichlorobenzene	3.75E+02	5.50E-02	8.68E-06	8.13E+01	9.85E-02	2.41E-03	25	447.2	684.8	9,271	**1.1E-05**	**8.0E-01**	1.47E+02				1.1E-05	8.0E-01			0.0E+00	8.0E-01		
106898	Epichlorohydrin	9.91E+00	8.89E-02	1.11E-05	6.59E+04	1.24E-03	3.04E-05	25	390.0	600.0	10	**2.3E-05**	1.0E-03	9.25E+01				1.2E-06	1.0E-03						
106934	1,2-Dibromoethane (ethylene dibromid	3.96E+01	4.30E-02	1.04E-05	3.91E+03	2.66E-02	6.50E-04	25	404.6	583.0	8,310	6.0E-04	**8.0E-04**	1.88E+02				6.0E-04	9.0E-03			6.0E-04	9.0E-03		
106990	1,3-Butadiene	3.96E+01	1.00E-01	1.03E-05	7.35E+02	3.01E+00	7.36E-02	25	268.6	425.0	5,370	**1.7E-04**	**2.0E-03**	5.41E+01				3.0E-05	2.0E-03			3.0E-05	0.0E+00		
107028	Acrolein	1.00E+00	1.12E-01	1.22E-05	2.12E+05	4.99E-03	1.22E-04	25	325.6	506.0	6,731	0.0E+00	2.0E-05	5.61E+01					2.0E-05			0.0E+00	2.0E-05		
107062	1,2-Dichloroethane	3.96E+01	8.57E-02	1.10E-05	8.60E+03	4.82E-02	1.18E-03	25	356.7	561.0	7,643	2.6E-05	7.0E-03	9.90E+01				2.6E-05	7.0E-03			2.6E-05	0.0E+00		
107131	Acrylonitrile	8.51E+00	1.14E-01	1.23E-05	7.45E+04	5.64E-03	1.38E-04	25	350.3	519.0	7,786	**2.9E-04**	2.0E-03	5.31E+01				6.8E-05	2.0E-03			6.8E-05	2.0E-03		
108054	Vinyl acetate	5.58E+00	8.49E-02	1.00E-05	2.00E+04	2.09E-02	5.11E-04	25	345.7	519.1	7,800	0.0E+00	**2.0E-01**	8.61E+01					2.0E-01			0.0E+00	2.0E-01		
108101	Methylisobutylketone (4-methyl-2-pent	1.26E+01	6.98E-02	8.35E-06	1.90E+04	5.64E-03	1.38E-04	25	389.5	571.0	8,243	0.0E+00	3.0E+00	1.00E+02			y		3.0E+00			0.0E+00	8.0E-02		
108203	Diisopropyl ether (DIPE)	2.28E+01	6.54E-02	7.76E-06	8.80E+03	7.76E-06	2.56E-03	25	341.5	499.9	6,950	0.0E+00	7.0E-01	1.02E+02					7.0E-01						
108383	m-Xylene	3.75E+02	6.84E-02	8.44E-06	1.61E+02	2.94E-01	7.18E-03	25	412.3	617.1	8,523	0.0E+00	1.0E-01	1.06E+02					1.0E-01			0.0E+00	1.0E-01		
108601	bis(2-Chloroisopropyl)ether	8.29E+01	3.99E-02	7.36E-06	1.70E+03	3.03E-03	7.42E-05	25	460.0	690.0	9,695	1.0E-05	1.4E-01	1.71E+02		X		1.0E-05							
108678	1,3,5-Trimethylbenzene	6.02E+02	6.02E-02	7.84E-06	4.82E+01	3.59E-01	8.77E-03	25	437.9	637.3	9,321	0.0E+00	3.5E-02	1.20E+02		X						0.0E+00	6.0E-03		
108872	Methylcyclohexane	7.85E+01	7.35E-02	8.52E-06	1.40E+01	4.22E+00	1.03E-01	25	373.9	572.2	7,474	0.0E+00	7.0E-01	9.82E+01			y					0.0E+00	3.0E+00		
108883	Toluene	2.34E+02	7.78E-02	9.20E-06	5.26E+02	2.71E-01	6.64E-03	25	383.8	591.8	7,930	0.0E+00	**3.0E-01**	9.21E+01					5.0E+00			0.0E+00	4.0E-01		
108907	Chlorobenzene	2.34E+02	7.21E-02	9.48E-06	4.98E+02	1.27E-01	3.11E-03	25	404.9	632.4	8,410	0.0E+00	5.0E-02	1.13E+02					5.0E-02			0.0E+00	6.0E-02		
109660	Pentane, n-	7.22E+01	8.21E-02	8.80E-06	3.80E+01	5.11E+01	1.25E+00	25	309.0	469.7	6,155	0.0E+00	1.0E+00	7.22E+01					1.0E+00						
109693	1-Chlorobutane	7.22E+01	7.84E-02	9.33E-06	1.10E+03	6.83E-01	1.67E-02	25	351.6	542.0	7,263	0.0E+00	1.4E-01	9.26E+01		X						0.0E+00	1.4E+00		X
109999	Tetrahydrofuran	1.08E+01	9.54E-02	1.08E-05	1.00E+06	2.88E-03	7.05E-05	25	339.0	541.0	7,074	0.0E+00	2.0E+00	7.21E+01			y		2.0E+00						
110009	Furan	8.00E+01	1.03E-01	1.17E-05	1.00E+04	2.21E-01	5.40E-03	25	304.6	490.2	6,477	0.0E+00	3.5E-03	6.81E+01		X	y					0.0E+00	3.5E-03		X
110543	Hexane	1.32E+02	7.31E-02	8.17E-06	9.50E+00	7.36E+01	1.80E+00	25	341.7	508.0	6,895	0.0E+00	7.0E-01	8.62E+01					7.0E-01			0.0E+00	2.0E-01		
110827	Cyclohexane	1.46E+02	8.00E-02	9.11E-06	5.50E+01	6.13E+00	1.50E-01	25	353.7	553.4	7,154	0.0E+00	6.0E+00	8.42E+01					6.0E+00						
111444	Bis(2-chloroethyl)ether	3.22E+01	5.67E-02	8.71E-06	1.72E+04	6.95E-04	1.70E-05	25	451.2	659.8	10,803	**7.1E-04**	0.0E+00	1.43E+02				3.3E-04				3.3E-04	0.0E+00		
115297	Endosulfan	6.76E+03	2.25E-02	5.76E-06	3.25E-01	2.66E-03	6.50E-05	25	674.4	942.9	14,000	0.0E+00	2.1E-02	4.07E+02		X						0.0E+00	2.1E-02		X
118741	Hexachlorobenzene	6.20E+03	2.90E-02	7.85E-06	6.20E-03	6.95E-02	1.70E-03	25	582.6	825.0	14,447	**5.1E-04**	2.8E-03	2.85E+02		X		4.6E-04				4.6E-04	2.8E-03		X
120821	1,2,4-Trichlorobenzene	1.36E+03	3.96E-02	8.40E-06	4.90E+01	5.81E-02	1.42E-03	25	486.2	725.0	10,471	0.0E+00	2.0E-03	1.81E+02					2.0E-03			0.0E+00	2.0E-01		
123739	Crotonaldehyde (2-butenal)	1.79E+00	9.56E-02	1.08E-05	1.50E+05	7.93E-04	1.94E-05	25	375.2	568.0	9	5.4E-04	0.0E+00	7.01E+01	X							5.4E-04	0.0E+00	X	
123911	1,4-Dioxane	2.63E+00	8.74E-02	1.05E-05	1.00E+06	1.96E-04	4.80E-06	25	374.3	587.2	8,164	**7.7E-06**	3.0E-02	8.81E+01				5.0E-06	3.0E-02						
124481	Dibromochloromethane	3.18E+01	3.66E-02	1.06E-05	2.70E+03	3.20E-02	7.83E-04	25	416.1	678.2	5,900	**2.7E-05**	7.0E-02	2.08E+02		X		2.7E-05				2.4E-05	7.0E-02	X	X
126987	Methacrylonitrile	1.31E+01	9.64E-02	1.06E-05	2.54E+04	1.01E-02	2.47E-04	25	363.3	554.0	7,600	0.0E+00	3.0E-02	6.71E+01					3.0E-02			0.0E+00	7.0E-04		
126998	2-Chloro-1,3-butadiene (chloroprene)	6.07E+01	8.42E-02	1.00E-05	8.37E+02	2.29E+00	5.61E-02	25	332.4	525.0	8,075	3.0E-04	2.0E-02	8.85E+01				3.0E-04	2.0E-02			0.0E+00	7.0E-03		
127184	Tetrachloroethylene	9.49E+01	5.05E-02	9.46E-06	2.06E+02	7.24E-01	1.77E-02	25	394.4	620.2	8,288	**5.9E-06**	**3.5E-02**	1.66E+02				2.6E-07	4.0E-02			3.0E-06	0.0E+00		
129000	Pyrene	5.43E+04	2.78E-02	7.25E-06	1.35E-01	4.87E-04	1.19E-05	25	668.0	936.0	14,370	0.0E+00	1.1E-01	2.02E+02		X						0.0E+00	1.1E-01		X
132649	Dibenzofuran	9.16E+03	4.11E-02	7.38E-06	3.10E+00	8.71E-03	2.13E-04	25	560.0	824.0	66,400	0.0E+00	3.5E-03	1.68E+02		X						0.0E+00	1.4E-02		X
135988	sec-Butylbenzene	1.33E+03	5.28E-02	7.34E-06	1.76E+01	7.20E-01	1.76E-02	25	446.5	679.0	88,730	0.0E+00	4.0E-01	1.34E+02								0.0E+00	1.4E-01		X
141786	Ethylacetate	5.58E+00	8.23E-02	9.70E-06	8.00E+04	5.48E-03	1.34E-04	25	350.3	523.3	7,634	0.0E+00	7.0E-02	8.81E+01								0.0E+00	3.2E+00		X
142289	1,3-Dichloropropane	7.22E+01	7.39E-02	9.82E-06	2.75E+03	3.99E-02	9.76E-04	25	393.9	590.9	8,103	0.0E+00	7.0E-02	1.13E+02		X									
156592	cis-1,2-Dichloroethylene	3.96E+01	8.84E-02	1.13E-05	6.41E+03	1.67E-01	4.08E-03	25	333.7	544.0	7,192	0.0E+00	7.0E-03	9.69E+01		X						0.0E+00	3.5E-02		X
156605	trans-1,2-Dichloroethylene	3.96E+01	8.76E-02	1.12E-05	4.52E+03	1.67E-01	4.08E-03	25	320.9	516.5	6,717	0.0E+00	6.0E-02	9.69E+01					6.0E-02			0.0E+00	7.0E-02		X
205992	Benzo(b)fluoranthene	5.99E+05	4.76E-02	5.56E-06	1.50E-03	2.69E-05	6.57E-07	25	715.9	969.3	17,000	**1.1E-04**	0.0E+00	2.52E+02				1.1E-04				2.1E-04	0.0E+00	X	
218019	Chrysene	1.81E+05	2.61E-02	6.75E-06	2.00E-03	2.14E-04	5.23E-06	25	714.2	979.0	16,455	**1.1E-05**	0.0E+00	2.28E+02				1.1E-05				2.1E-06	0.0E+00	X	
309002	Aldrin	8.20E+04	3.72E-02	4.35E-06	1.70E-02	1.80E-03	4.40E-05	25	603.0	839.4	15,000	**4.9E-03**	1.1E-04	3.65E+02		X		4.9E-03				4.9E-03	1.1E-04		X
319846	alpha-HCH (alpha-BHC)	2.81E+03	4.33E-02	5.06E-06	2.00E+00	2.10E-04	5.14E-06	25	596.6	839.4	15,000	1.8E-03	0.0E+00	2.91E+02				1.8E-03				1.8E-03	0.0E+00		
541731	1,3-Dichlorobenzene	3.79E+02	5.56E-02	8.80E-06	1.19E+02	8.85E-02	2.17E-03	25	446.0	684.0	9,230	0.0E+00	1.1E-01	1.47E+02		X	y					0.0E+00	1.1E-01		X
542756	1,3-Dichloropropene	7.22E+01	7.63E-02	1.01E-05	2.80E+03	1.45E-01	3.55E-03	25	381.2	587.4	7,900	**1.6E-05**	2.0E-02	1.11E+02				4.0E-06	2.0E-02			4.0E-06	2.0E-02		
542881	bis(Chloromethyl)ether	9.70E+00	7.63E-02	1.04E-05	2.20E+04	1.78E-01	4.36E-03	25	379.0	568.5	7,910	6.2E-02	0.0E+00	1.15E+02			y	6.2E-02							
630206	1,1,1,2-Tetrachloroethane	8.60E+01	4.82E-02	9.10E-06	1.07E+03	1.02E-01	2.50E-03	25	403.5	624.0	9,768	7.4E-06	1.1E-01	1.68E+02		X		7.4E-06				7.4E-06	1.1E-01		X
924163	N-Nitroso-di-n-butylamine	9.15E+02	6.49E-02	7.59E-06	1.27E+03	5.40E-04	1.32E-05	25	389.0	583.5	11,200	**3.1E-03**	0.0E+00	1.58E+02				1.6E-03							
1634044	MTBE (methyl-*tert*-butyl ether)	1.16E+01	7.53E-02	8.59E-06	5.10E+04	2.40E-02	5.87E-04	25	328.3	497.1	6,678	**2.6E-07**	3.0E+00	8.82E+01				2.6E-07	3.0E+00			0.0E+00	3.0E+00		
7439976	Mercury (elemental)	5.20E+01	3.07E-02	6.30E-06	6.00E-02	4.67E-01	1.14E-02	25	629.9	1,750.0	14,127	0.0E+00	**3.0E-05**	2.01E+02					3.0E-04			0.0E+00	3.0E-04		

Appendix E-4:

Existing Soils Report

April 27, 2020

Via email to: nuri.cho@lacity.org

Ms.Nuri Cho
DEPARTMENT OF CITY PLANNING
Room 621, City Hall
200 N. Spring Street
Los Angeles, CA 90012

RE: Existing Soils Status
1024 Mateo St, 2016 Bay St, 2001-2025 Sacramento St, Los Angeles, CA

Dear Ms. Cho:

Remdox, Inc. (Remdox) was retained to provide an opinion on the environmental status of the above referenced property with respect to the redevelopment of the above referenced site as a mixed-use commercial/residential project. The 1.42-acre site is to be developed with 120,000 square feet of commercial floor area and 106 residential units. Those residential units will be above the first floor and separated from the subsurface by street level commercial units and by a subterranean parking structure.

The property shows evidence of subsurface contamination by tetrachloroethene (PCE) which will likely need to be addressed as part of the redevelopment program to protect workers during excavation and grading, and to protect the future occupants of the property. The proposed development includes subterranean parking with a ground floor used for commercial purposes and residential use limited to the upper floors. Given that no residential units are proposed with a connection to the surface grade, the development remains a "commercial end-use" scenario, with respect to possible impacts from subsurface contamination.

Background

The site is located on the east side of Mateo Street in Los Angeles, California and occupies the western portion of the city block that is bounded by Bay Street on the north and Sacramento Street on the south (Figure 1). The site occupies about 1.42 acres and is currently developed with two commercial structures. On the northern portion of the property is a 17,400-square-foot structure that was constructed in 1974 and 1975 and is used by MV Transportation, Inc., for bus maintenance and offices. Along the southeastern edge of the site is a 4,800-square-foot structure that was built in 1948 and is used for storage. A vehicle washing station with a wash-down drain and clarifier is present near the southeast corner of the property (Figure 1). Historically, the southern half of the site was used for vehicle maintenance and fueling. The site reportedly formerly maintained underground storage tanks (USTs), hydraulic hoists, fuel dispenser islands, and a grease pit, as shown on Figure 1. The surrounding area is mostly used for commercial and industrial purposes.

In 2015, several episodes of subsurface investigations were conducted at the property to gauge possible subsurface impacts from current and historic property uses. In July 2015, after a Phase I Environmental Site Assessment investigation was completed, Certified Environmental Consultants, Inc. (CEC) conducted an investigation that included a geophysical survey to screen for the presence of former or existing USTs. The investigation also included soil and soil gas sampling in eight locations (SV1-SV8). Results indicated no existing USTs, and no heavy metal concentrations in soil that exceed current screening levels (including arsenic[1]). However, each of the eight soil gas samples obtained at 5 feet below grade had detectable levels of PCE with concentrations ranging up to 22.42 ug/L. The highest concentration was detected in sample SV3, located in the former UST area.

In November 2015, Andersen Environmental installed four additional soil borings/soil gas probes (AEB1-AEB4) to further define the extent of PCE impacts. One was located near the former UST and the others in perimeter locations, each installed to 30 feet below grade. Soil samples were obtained at 5, 15, and 30 feet below grade in each location and independent soil gas probes were installed at those same depths in each. Results from laboratory analysis indicated PCE was detected in 2 of the 12 soil samples, both at 5 feet below grade. Sample AEB1-5 had 9.32 ug/Kg PCE and sample AEB4-5 had 4.56 ug/Kg PCE. No other VOC was detected in the soil samples. The results from soil gas sampling indicated all 12 samples had detectable PCE with concentrations ranging up to 35.2 ug/L in SV4-30. A related solvent, trichloroethene (TCE) was detected in four of the samples with a maximum of 0.0832 ug/L. The contaminant distribution profile indicated the highest concentrations were detected in the deeper probes, suggesting a possible off-site source of contamination. This result is generally consistent with the CEC investigation done in July 2015.

Andersen used these results to further analyze the human health threat to occupants of a future commercial facility. The findings indicated that the low concentrations of PCE in shallow soil do not approach current screening levels for human health exposure or screening levels designed to be protective of groundwater. Using vapor intrusion modeling tools provided by DTSC, Andersen determined that the health risk to future occupants of the site was acceptable for commercial use and accordingly, that no significant threat was present for the upper floors of residential use. As described previously, the proposed development includes subterranean parking with a ground floor used for commercial purposes and residential use limited to the upper floors. Given that no residential units are proposed with a connection to the surface

[1] CEC mentioned that the arsenic levels detected in shallow soil exceed San Francisco screening levels in their report. This is technically incorrect as the DTSC recognized background concentration for southern California for arsenic in soil is 12 mg/Kg and the maximum detected concentration was only 1.68 mg/Kg

grade, the development remains a "commercial end-use" scenario, with respect to possible impacts from subsurface contamination.

Andersen recommended no additional assessment, because Andersen determined that the health risk to future occupants of the site was acceptable for "commercial use." Furthermore, Andersen indicated that the potential for mass excavation and grading of the site would require precautions to protect workers and ensure that any exported soil was screened for possible contamination prior to disposal. Though not clearly stated, this would be part of a Soil Management Plan to be prepared separately. The results of this work were presented in Andersen's *"Site Characterization Report"* dated December 3, 2015. The data from the previous investigations is provided in Appendix A, for reference.

Opinion

Overall, Remdox agrees with the conclusions provided by Andersen, but regulatory limits that have been developed for vapor intrusion threat have since been altered to far more stringent levels; therefore, Remdox recommends a more aggressive approach to mitigate unforeseen possible vapor intrusion risks (including PCE). The mitigation measures that are briefly described below are intended to address any potential vapors that might lead to the exposure to future residential and non-residential occupants

Remdox recommends implementing:

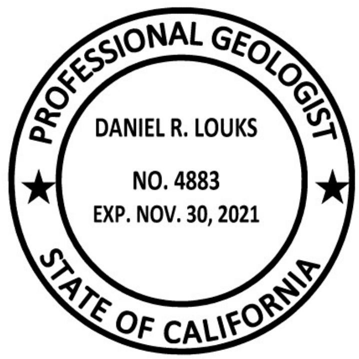
- A Soil Management Plan, satisfactory to the Department of Building and Safety, to not only handle potentially impacted soil during excavation and construction activities but also to protect construction workers from exposure to soils potentially laden with VOCs. Measures that would be proposed in the Soil Management Plan would include: screening of the soil during excavation and grading at 15 minute intervals as required by SCAQMD Rule 1166. Additional measures might include: segregation of any contaminated soil that was encountered and providing a framework for appropriate handling and disposal of waste pursuant to the City of Los Angeles Building and Safety regulations.
- To mitigate future possible vapor intrusion concerns emanating from the subsurface through the parking structure and then into occupied spaces above (both residential and non-residential), Remdox recommends providing building controls, to the satisfaction of the Department of Building and Safety, that might include liquid boot protection and a passive, sub-slab vapor depressurization system as part of the footprint of the structure.
- The design of the passive system should also include the provision to convert the passive system to an active depressurization system if vapor concentrations near the slab and in the parking structure exceed current screening levels.
    - Vapor sampling of the parking area and passive sub-slab system could be conducted either annually or semi-annually to periodically measure the

contaminant concentrations in those areas. With these controls in place the known subsurface contamination risks can be successfully mitigated providing protection for future occupants (both commercial and residential) of the development.

If you have any questions regarding the scope or intent of this report, please feel free to contact Dennis Ironi.

Sincerely;

Dan Louks
Professional Geologist 4883



Cc: Sammi Shaaya
Daniel Abrams
Clare Bronowski
Chris Joseph
Ryan Luckert
Joel Miller

FIGURES

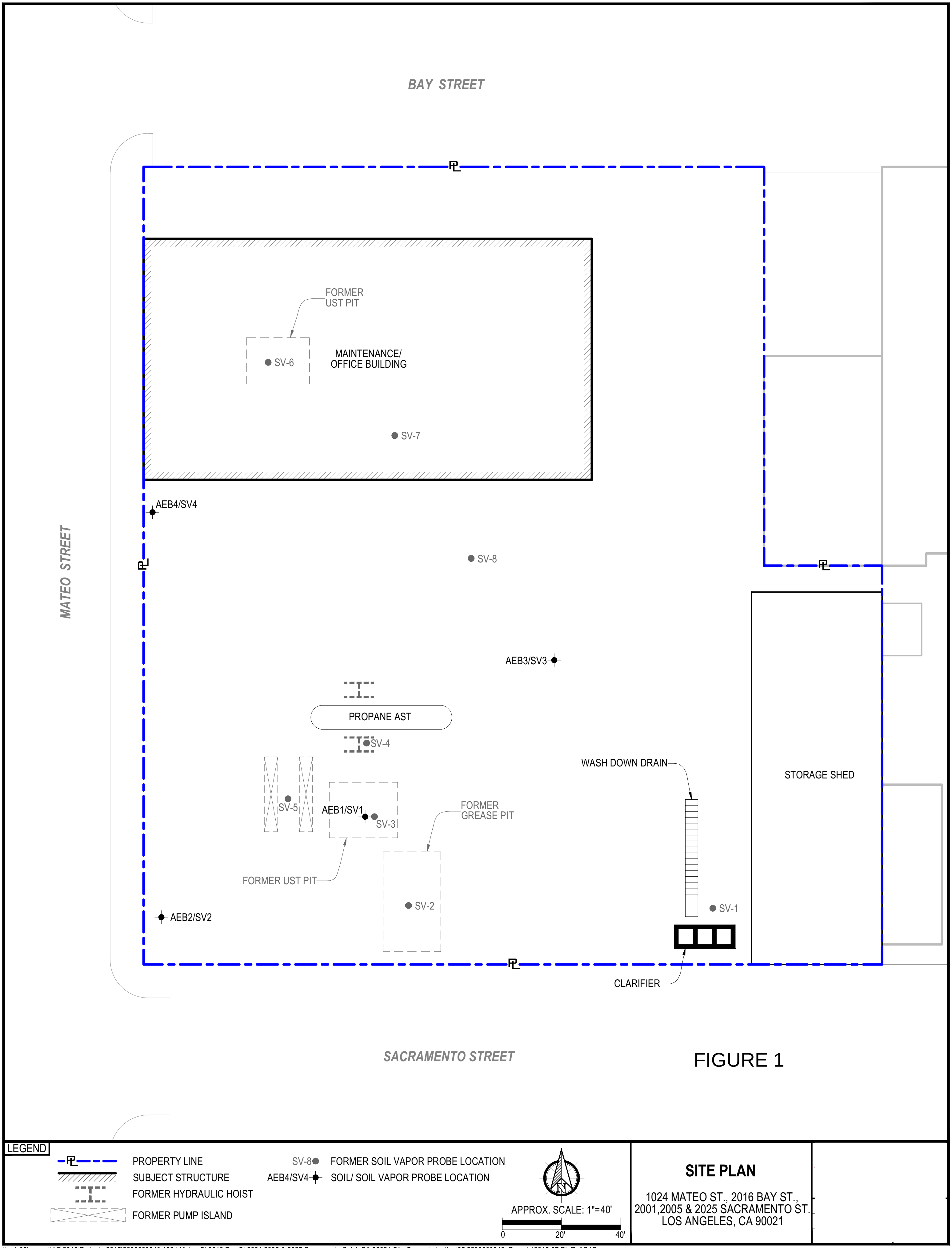


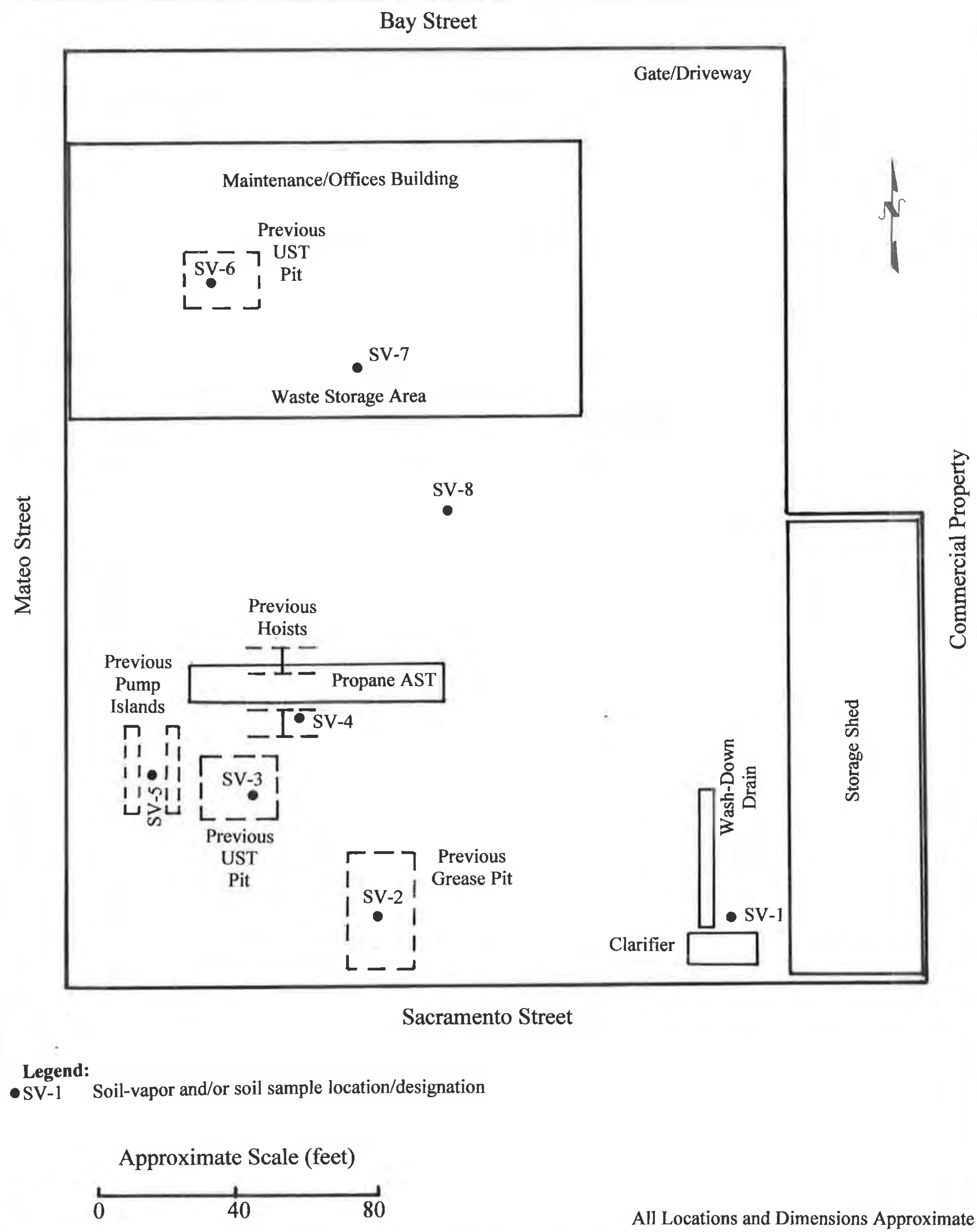
FIGURE 1

SITE PLAN

1024 MATEO ST., 2016 BAY ST.,
2001,2005 & 2025 SACRAMENTO ST.
LOS ANGELES, CA 90021

\\aefs02\current\AE 2015\Projects 2015\9836000640 1024 Mateo St 2016 Bay St 2001 2005 & 2025 Sacramento St LA CA 90021 Site Characterization\05 9836000640_Reports\2015-07 PII Rpt\CAD

APPENDIX A



DATE:	DRAWN BY:	PROJECT NO.	Recent Sample Locations	FIGURE
8/12/15	D. Johannes	15-1775	1024 Mateo/2016 Bay/2001, 2005, 2025 Sacramento Sts. Los Angeles, California	3
SOURCE: Environ. Mngrs. & Auditors, Inc./CEC				

CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.

Table 1
Soil-Sampling Title 22 Analytical Results
1024 Mateo Street, 2016 Bay Street, 2001, 2005 and 2025 Sacramento Street
Los Angeles, California

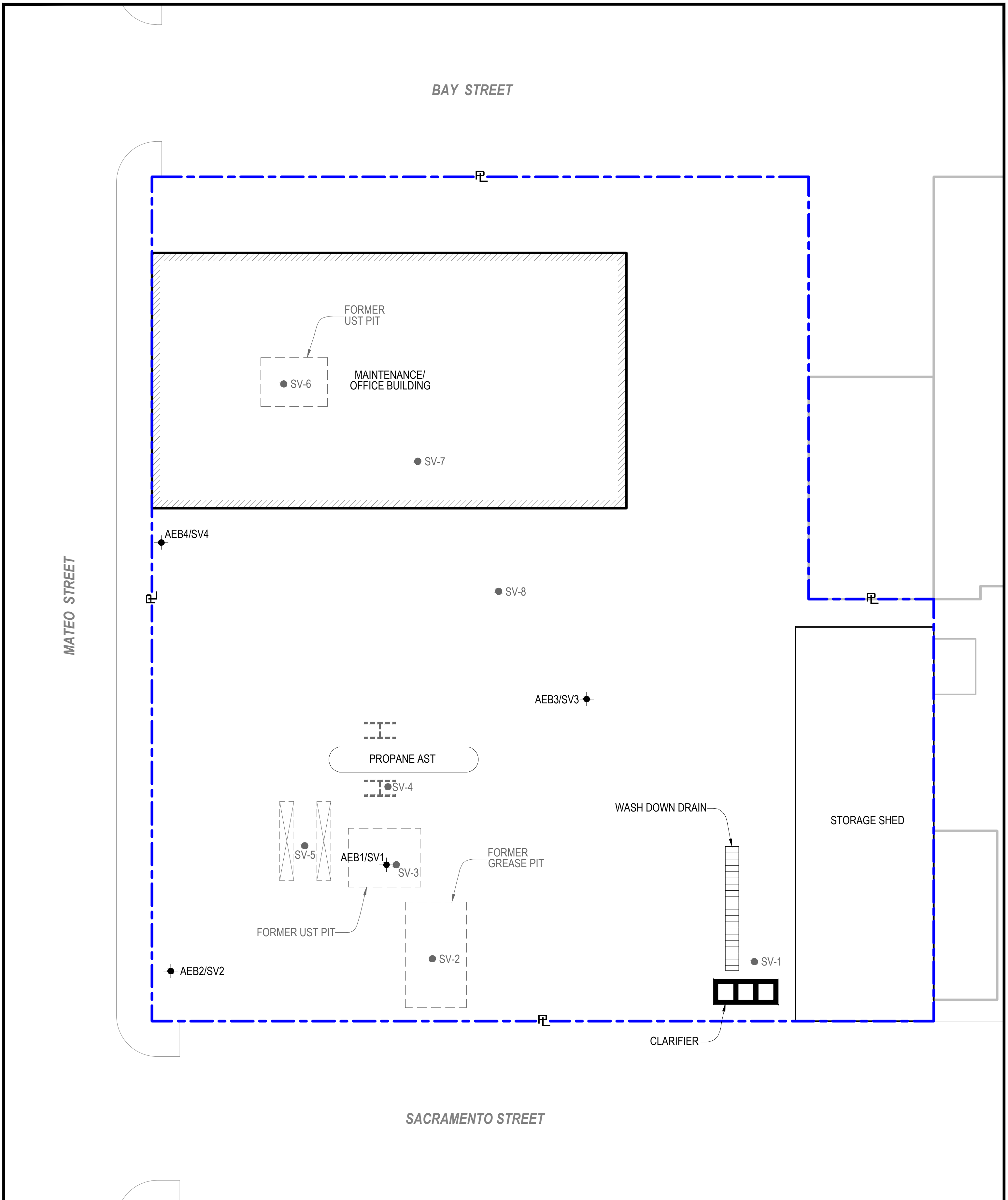
Title 22 Metal	Sample Identification/Location (1) SV-6/SV-7 (compsite)	Environmental Screening Level - Comm. Property (2)
Antimony	ND	40
Arsenic	**1.68**	1.6
Barrium	112	1500 8
Beryllium	ND	8
Cadmium	1.08	7.4
Chromium	37.4	7500
Cobalt	8.22	80
Copper	23.8	230
Lead	60.8	750
Mercury	0.0763	10
Molybdenum	1.93	40
Nickel	29.4	150
Selenium	ND	10
Silver	ND	40
Thallium	ND	16
Vanadium	33.4	200
Zinc	116	600

Notes:
(1) Former junk yard portion of site, see provided figures for physical depiction of sample locations
(2) Environmental Screening Levels (ESLs) for Shallow Soils at Commercial Properties, Regional Water Quality Control Board, San Francisco Region, Interim Draft, 2008
Bold type face = Exceeds recommended screening level

Table 2
Soil-Vapor Sampling Analytical Results
1024 Mateo Street, 2016 Bay Street, 2001, 2005 and 2025 Sacramento Street
Los Angeles, California

Sample I.D.	Sample Location (1)	Benzene (2)	Toluene (2)	Ethyl-benzene (2)	Xylenes (2)	PCE (3)	Other VOCs (4)
SV-1	Adjacent to current clarifier/wash drain	ND	ND	ND	ND	**3.69**	ND
SV-2	At former grease-pit location	ND	ND	ND	ND	**14.54**	ND
SV-3	At former UST location	ND	ND	ND	ND	**22.42**	ND
SV-4	At former hydraulic hoists location	ND	ND	ND	ND	**21.32**	ND
SV-5	At former pump-islands location	ND	ND	ND	ND	**21.81**	ND
SV-6	At former UST location	ND	ND	ND	ND	**13.78**	ND
SV-7	Adjacent to current waste-stoarge area	ND	ND	ND	ND	**11.76**	ND
SV-8	S. of main bld., at conduc. anomoly loc.	ND	ND	ND	ND	**11.72**	ND

Notes:
(1) See provided figures for physical depiction of sample locations
(2) Common volatile gasoline constituents by EPA Method 8021B
(3) Tetrachloroethene/Perchloroethene by EPA Method 8021B
(4) Other volatile organic compounds measured by Method 8021B, see report for listing of method analytes
ND = Not detected above method detection limits
Bold type face = Exceeds recommended screening level



LEGEND

PROPERTY LINE
SUBJECT STRUCTURE
FORMER HYDRAULIC HOIST
FORMER PUMP ISLAND
SV-8 FORMER SOIL VAPOR PROBE LOCATION
AEB4/SV4 SOIL/ SOIL VAPOR PROBE LOCATION

APPROX. SCALE: 1"=40'
0 20' 40'

SITE PLAN

1024 MATEO ST., 2016 BAY ST.,
2001,2005 & 2025 SACRAMENTO ST.
LOS ANGELES, CA 90021

ANDERSEN ENVIRONMENTAL
An EFI Global Company

PN: 9836000640
DT: 12/03/2015
DB: JE | CB: DB
FIGURE 2

\\aefs02\current\AE 2015\Projects 2015\9836000640 1024 Mateo St 2016 Bay St 2001 2005 & 2025 Sacramento St LA CA 90021 Site Characterization\05 9836000640_Reports\2015-07 PII Rpt\CAD

Table 1: Volatile Organic Compounds in Soil
Commercial Property
1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street, Los Angeles, California 90021

Sample ID	Sample Date	Sample Depth (ft bgs)	EPA Method 8260B (µg/kg)	
			PCE	All Other 8260B VOC Analytes
AEB1	11/13/15	5	9.32	ND
AEB1	11/13/15	15	ND	ND
AEB1	11/13/15	30	ND	ND
AEB2	11/13/15	5	ND	ND
AEB2	11/13/15	15	ND	ND
AEB2	11/13/15	30	ND	ND
AEB3	11/13/15	5	ND	ND
AEB3	11/13/15	15	ND	ND
AEB3	11/13/15	30	ND	ND
AEB4	11/13/15	5	4.56	ND
AEB4	11/13/15	15	ND	ND
AEB4	11/13/15	30	ND	ND
Industrial RSL			**39,000**	**NE**
MSSL			**55**	**NE**

Notes:

µg/kg = micrograms per kilogram

ft bgs = feet below ground surface

VOCs = Volatile Organic Compounds

ND = Not Detected above laboratory detection limit

NE = Not Established for the suite of compounds

Regional Screening Level (United States Environmental Protection Agency, 2015)

MSSL = Maximum Soil Screening Level, based on a distance of 80 feet between soil and groundawater and a soil type of sand (Los Angeles Regional Water Quality Control Board , 1996)

Table 2: Volatile Organic Compounds in Soil Vapor
Commercial Property
1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street, Los Angeles, California 90021

Sample ID	Probe Depth (ft bgs)	Date	Analytical Results (EPA Method 8260B, µg/l)					
			PCE	TCE	FC-11	FC-12	Leak Check Compound (1,1-Difluoroethane)	All Other VOC Analytes
SV1	5	11/17/2015	**15.8**	0.0832	0.0701	ND	ND	ND
SV1	15	11/17/2015	**20.4**	0.0365	0.0856	ND	ND	ND
SV1	30	11/17/2015	**19.5**	ND	0.133	ND	ND	ND
SV2	5	11/17/2015	**6.54**	ND	0.0868	ND	ND	ND
SV2	15	11/17/2015	**15.8**	ND	0.154	ND	ND	ND
SV2	30	11/17/2015	**29.3**	0.0178	0.320	0.0912	ND	ND
SV3	5	11/17/2015	**4.56**	ND	0.0256	ND	ND	ND
SV3	15	11/17/2015	**6.45**	ND	0.0352	ND	ND	ND
SV3	30	11/17/2015	**6.02**	P	0.0352	ND	ND	ND
SV3 (DUP)	30	11/17/2015	**5.94**	ND	0.0420	ND	ND	ND
SV4	5	11/17/2015	**12.7**	0.0196	0.0520	ND	ND	ND
SV4	15	11/17/2015	**26.9**	ND	0.113	0.0671	ND	ND
SV4	30	11/17/2015	**35.2**	ND	0.150	0.0872	ND	ND
Commercial CHHSL			**0.6**	**1.8**	**NE**	**NE**	**NE**	**NE**

Notes:

EPA = Environmental Protection Agency

µg/l = micrograms per liter

ft bgs = feet below ground surface

PCE= Tetrachloroethene

TCE = Trichloroethene

FC-11 = Trichlorofluromethane

FC-12 = Dichlorodifluoromethane

1,1-Difluoroethane = Leak Check Compound

ND = Not Detected at or above the detection limit

CHHSL = California Human Health Screening Level for Commercial/Industrial sites without engineered fill below sub-slab gravel (Office of Environmental Health Hazard Assessment, 2010)

NE = Not established for the compound or suite of compounds

Appendix E-5:

Soils Management Plan

SOIL MANAGEMENT PLAN
PROPOSED DEVELOPMENT
1024 Mateo St, 2016 Bay St, 2001-2025 Sacramento St, Los Angeles, California

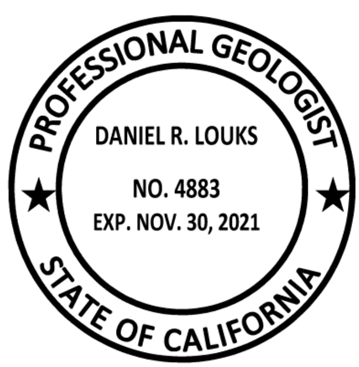
May 27, 2020

Prepared For: **1024 Mateo Street Project**

Prepared By: **REMDOX, INC.**
10020 National Boulevard, Suite B
Los Angeles, CA 90034
Tel: (310) 854-5453
Email: Service@RemdoxCorp.com

Written By:

Dan Louks
Professional Geologist #4883



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1.0 INTRODUCTION

This Soil Management Plan (SMP) was prepared by Remdox, Inc. (Remdox) for the proposed redevelopment project under consideration at 1024 Mateo Street, 2016 Bay Street and 2001-2025 Sacramento Street in Los Angeles, California. The combined 1.42-acre site is to be developed with 120,000 square feet of commercial floor area and 106 residential units. Those residential units will be above the first floor and separated from the subsurface by street level commercial units and by a subterranean parking structure. The property is located in a mixed-use commercial-residential area.

The property shows evidence of subsurface contamination by tetrachloroethene (PCE) which will likely need to be addressed as part of the redevelopment program to protect workers during excavation and grading, and to protect the future occupants of the property. The proposed development includes subterranean parking with a ground floor used for commercial purposes and residential use limited to the upper floors. Given that the subterranean parking structure essentially encompasses the footprint of the property, no residential units are proposed with a connection to the surface grade and the development remains a "commercial end-use" scenario, with respect to possible impacts from subsurface contamination.

The objective of this SMP is to provide a framework for identifying and handing of VOC-contaminated soil that could conceivably be encountered during site excavation and grading. The Soil Monitoring Program is designed to provide a mechanism to segregate possibly impacted soil from non-impacted soil. The final disposition of the soil piles depends on the preliminary screening effort and follow-up laboratory testing as required by the waste-accepting facility. Soil sampling and laboratory analysis for profiling of waste will be performed in coordination with appropriate disposal sites to maximize efficiency in removing material off-site. Handling and disposal of the soil will be conducted in accordance with all applicable state and federal laws.

2.0 BACKGROUND

The site is located on the east side of Mateo Street in Los Angeles, California and occupies the western portion of the city block that is bounded by Bay Street on the north and Sacramento Street on the south. The site occupies about 1.42 acres and is currently developed with two commercial structures. On the northern portion of the property is a 17,400-square-foot structure that was constructed in 1974 and 1975 and is used by MV Transportation, Inc., for bus maintenance and offices. Along the southeastern edge of the site is a 4,800-square-foot structure that was built in 1948 and is used for storage. A vehicle washing station with a wash-down drain and clarifier is present near the southeast corner of the property (**Figure 1**). Historically, the southern half of the site was used for vehicle maintenance and fueling. The site reportedly formerly maintained underground storage tanks (USTs), hydraulic hoists, fuel dispenser islands, and a grease pit, as shown on **Figure 1**. The surrounding area is mostly used for commercial and industrial purposes.

In 2015, several episodes of subsurface investigations were conducted at the property to gauge possible subsurface impacts from current and historic property uses. In July 2015, after a Phase I Environmental Site Assessment investigation was completed, Certified Environmental Consultants, Inc. (CEC) conducted an investigation that included a geophysical survey to screen for the presence of former or existing USTs. The investigation also included soil and soil gas sampling in eight locations (SV1-SV8). Results indicated no existing USTs, and no heavy metal concentrations in soil that exceed current screening levels. However, each of the eight soil gas samples obtained at 5 feet below grade had detectable levels of PCE with concentrations ranging up to 22.42 ug/L. The highest concentration was detected in sample SV3, located in the former UST area.

In November 2015, Andersen Environmental installed four additional soil borings/soil gas probes (AEB1-AEB4) to further define the extent of PCE impacts. One was located near the former UST and the others in perimeter locations, each installed to 30 feet below grade. Soil samples were obtained at 5, 15, and 30 feet below grade in each location and independent soil gas probes were installed at those same depths in each. Results from laboratory analysis indicated PCE was detected in 2 of the 12 soil samples, both at 5 feet below grade. Sample AEB1-5 had 9.32 ug/Kg PCE and sample AEB4-5 had 4.56 ug/Kg PCE. No other VOC was detected in the soil samples. The results from soil gas sampling indicated all 12 samples had detectable PCE with concentrations ranging up to 35.2 ug/L in SV4-30. A related solvent, trichloroethene (TCE) was detected in four of the samples with a maximum of 0.0832 ug/L. The contaminant distribution profile indicated the highest concentrations were detected in the deeper probes, suggesting a possible off-site source of contamination. This result is generally consistent with the CEC investigation done in July 2015.

Andersen used these results to further analyze the potential human health threat to occupants of a future commercial facility. The findings indicated that the low concentrations of PCE in shallow soil do not approach current screening levels for human health exposure or screening levels designed to be protective of groundwater. Using vapor intrusion modeling tools provided by DTSC, Andersen determined that the health risk to future occupants of the site was acceptable for commercial use and accordingly, that no significant threat was present for the upper floors of residential use. As described previously, the proposed development includes subterranean parking with a ground floor used for commercial purposes and residential use limited to the upper floors. Given that no residential units are proposed with a connection to the surface grade, the development remains a “commercial end-use” scenario, with respect to possible impacts from subsurface contamination.

Andersen indicated that the potential for mass excavation and grading of the site would require precautions to protect workers and ensure that any exported soil was screened for possible contamination prior to disposal. The results of this work were presented in Andersen’s *“Site Characterization Report”* dated December 3, 2015. The data from the previous investigations are provided in **Appendix A**, for reference.

3.0 PRELIMINARY RISK ASSESSMENT FACTORS

Although no significant environmental concerns remain for the proposed development, the findings suggest a very low but potential health risk during the construction phase of the project. This might include encountering soil or soil gas impacted with VOC. This Soil Management Plan is intended to mitigate that risk to an acceptable extent. Because the proposed project includes a net export of a significant volume of soil, this SMP includes provisions for segregation of excavation spoils for disposal at appropriate facilities. Soil that is impacted with VOC will be handled and disposed separately from native non-impacted soil using the screening methods discussed herein.

The soil gas concentrations measured during the previous assessments were compared to commercial guidelines, which is appropriate given the proposed development. However, in risk assessment analyses a permanent commercial setting is far more sensitive than a temporary construction project. Risk factors for these cases assume that humans occupy a fixed space continuously for 25 years. Obviously, the exposure term is far less in a construction setting. Nevertheless, there is the possibility of encountering impacted soil or soil gas during the excavation phase of the proposed project. This SMP is intended to address those concerns.

4.0 SOIL MANAGEMENT PROCEDURES FOR CONSTRUCTION

The following procedures will be implemented during site construction to minimize impacts to the environment and to protect works during on-site activities. This SMP will be implemented during excavation and site grading tasks.

4.1 Soil Monitoring

Based on the results of the environmental assessment, it is possible that volatile contaminants may be present in the soil that could impact the environment and on-site workers during excavation tasks. A potential health and safety hazard posed by this project is the possibility of inhalation of volatile vapors that could be released from the soil and/or soil gas and could potentially contain hazardous constituents. The principal constituent of concern is PCE, and possibly TCE. These or possibly other related chlorinated VOCs which have been classified as potential occupational carcinogens could possibly be encountered.

The greatest potential for exposure exists during excavation and grading, where fugitive vapors could be admitted to the atmosphere and personnel could come in contact with vapors containing these constituents. The following steps will be taken to mitigate this potential risk

1. During excavation tasks, a photo-ionization detector (PID) shall be on site at all times. The PID shall be maintained in good working order, and shall be calibrated by the manufacturer at least once every three months and by experienced personnel on a daily basis. The calibration of the device shall be verified using hexane calibration gas at the beginning of each working day. In the event that inconsistent or erratic readings are experienced, or the PID becomes otherwise inoperable, all excavation activities will cease until it is repaired or replaced.

2. All monitoring shall be conducted by an environmental professional provided by Remdox or other equally qualified professional, and the monitoring of soil will occur at a distance no more than 3 inches above the soil surface using the PID. Monitoring shall be initially conducted at a minimum frequency of one reading every fifteen minutes. Upon detection of VOC contamination, monitoring shall be conducted at a minimum rate of one reading for every five cubic yards excavated. All readings shall be taken no later than three minutes after each load of soil is excavated. All

monitoring shall be conducted by trained personnel who are proficient in the use of the PID. Written records of PID monitoring and calibrations shall be kept in a format approved by the SCAQMD. The certification on all records shall be signed and dated on the day the measurements are observed. Upon detection of VOC-contaminated soil (defined by PID readings 50 ppmV or greater), the SCAQMD shall be notified within 24 hours. The Soil Monitoring Program is required by SCAQMD but is also designed to provide a framework for segregating the soil planned for export into three categories: Significantly Impacted Soil, Lightly Impacted Soil, and Non-Impacted Soil.

<u>Significantly Impacted Soil</u>

The following mitigation measures shall be employed:

1. Although not expected during this project, any VOC-contaminated soil greater 1000 ppmV shall be immediately stockpiled, covered with plastic sheeting and stored separately from non-VOC-contaminated soil. Once excavated, contaminated soil under these conditions will be considered contaminated at all times and will not be backfilled. A VOC contaminated stockpile shall not contain more than 500 cubic yards of soil.

2. If the PID measurement is greater than 50 ppmV, but less than 1000 ppmV, the affected work area and load of soil shall be sprayed with water to suppress vapors. The contaminated soil in stockpiles shall be covered with plastic sheeting and secured so that no portion of the contaminated soil is exposed to the atmosphere.

3. If the PID measurement is greater than 1000 ppmV, SCAQMD will be notified within one hour and the affected soil and working area shall be immediately sprayed with water. Contaminated soil once stockpiled and covered with plastic sheeting shall remain covered and undisturbed until removed from the site. In the unlikely event that any contaminated soils meet the criteria for designation as hazardous waste it will be disposed of according to the applicable SCAQMD and City regulations.

Lightly Impacted Soil

The following mitigation measures shall be employed:

3. Any soil with readings greater than 50 ppmV via PID shall be considered potentially contaminated and placed in a separate stockpile from native soil that is not impacted. This material will require additional testing and separate disposal from the (highly unlikely) Significantly Impacted Soil and the (probably more voluminous) Non-Impacted Soil. Monitoring of the spoils during excavation using the PID is the primary mechanism for separation of the material into different piles that may not be comingled. Stockpiles may be expanded to a maximum of 500 cubic yards before disposal is required. Determining the fate and destination of the stockpiled soil will require sampling and profiling of the material as required by the waste-accepting facility. This will include laboratory testing for petroleum hydrocarbons, VOC, heavy metals, and other components at their discretion. Soil that passes the field screening and has less than 50 ppmV VOC will be considered Non-Impacted by the SCAQMD Rule 1166 standards, but still may be impacted enough to warrant discretionary disposal at an appropriate landfill. Because of the high sensitivity of chlorinated volatiles, Remdox recommends that all soils over 1 ppmV be contained in a separate pile from non-impacted soil.

4.2 Dust Control

To minimize dust during excavation and soil handling, the following mitigation procedures will be observed.

- Water all active construction areas at least twice daily or as necessary to prevent visible dust plumes from migrating outside of the site limits.
- Mist or spray water while loading transportation vehicles.
- Minimize drop heights while loading transportation vehicles.
- Use tarpaulins or other effective covers for trucks carrying soils that travel on public streets.
- Pave, apply water 3 times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas.
- Sweep all paved access routes parking areas and staging areas daily, if visibly soiled.

4.3 Erosion Control

A Storm Water Pollution Prevention Plan (SWPPP) will be developed by the site contractor prior to initiation of site work that details procedures for minimizing erosion. The SWPPP will include elements such as silt traps and hay bales to minimize surface water runoff from the site into storm drains. Berms will be used to control runoff, and soil stockpiles will be covered during the rainy season (November through March) to minimize sediment runoff.

4.4 Soil Stockpile Management

Temporary stockpiling of excavated soil will be necessary throughout grading and initial site construction.

Soil stockpiled at the site will be lightly sprayed with water as needed to minimize dust. To the extent practical, the soil stockpiles will be covered with plastic sheeting or other similar material at times when not in active use. When a soil stockpile is uncovered during the rainy season, it will be surrounded by hay bales and/or silt traps to minimize sediment runoff.

4.5 Site Access Control

The construction site will be fenced to control pedestrian or vehicular entry, except at controlled points (i.e., gates). Gates will be closed and locked during non-construction hours. "No-trespassing" signs will be posted every 500 feet along the fencing.

5.0 SOIL MANAGEMENT FOLLOWING DEVELOPMENT

Following site development, the soil will be covered by asphalt pavement or grass (in the swale areas) and the soil will be not be accessed, with the exception of future maintenance work on subsurface utilities. The removal of any impacted soil during construction tasks will minimize possible health risks to future maintenance workers at the site, which should not pose an unacceptable carcinogenic or non-carcinogenic risk.

Although the grass-covered common areas should not present an unacceptable risk to human health for visitors or trespassers, it is prudent that the grass-covered swale areas be well maintained. Therefore, the swale areas will be inspected quarterly to visually observe the condition of the grass cover. Large areas of exposed soil (e.g., areas larger than several feet in diameter) should be reseeded as quickly as practical.

Annual inspections of the paved parking areas will be performed to observe whether breaches in the pavement that may allow prolonged access to site soil are visible. If observed, the breach would be repaired such that the soil cover is maintained.

6.0 CONTINGENCY PLAN

A Contingency Plan for this site is not warranted. The purpose of a Contingency Plan is to present response actions to an emergency situation. The possibility of exposure to site soil or groundwater while breaches in the pavement or grassy areas are being repaired would likely not present a situation requiring an emergency response.

A health and safety plan for site construction will be developed by the site contractor before initiation of the development activities. It is not anticipated that the minor soil gas contamination identified at the site would pose an unacceptable health risk to construction workers or nearby receptors during construction or future maintenance workers, visitors or trespassers after construction. However, the health and safety plan for the site includes contingencies for this case and is included in Appendix B.

7.0 REPORTING

After completion of the soil handling work, a Soil Management Report will be prepared by Remdox (or comparable professional) that will include daily site reports generated by the on-site environmental professional during the soil monitoring phase of the project. The report will include excavation locations and depth, soil profiling documentation, evidence of disposal facility acceptance and copies of all disposal manifests.

FIGURES

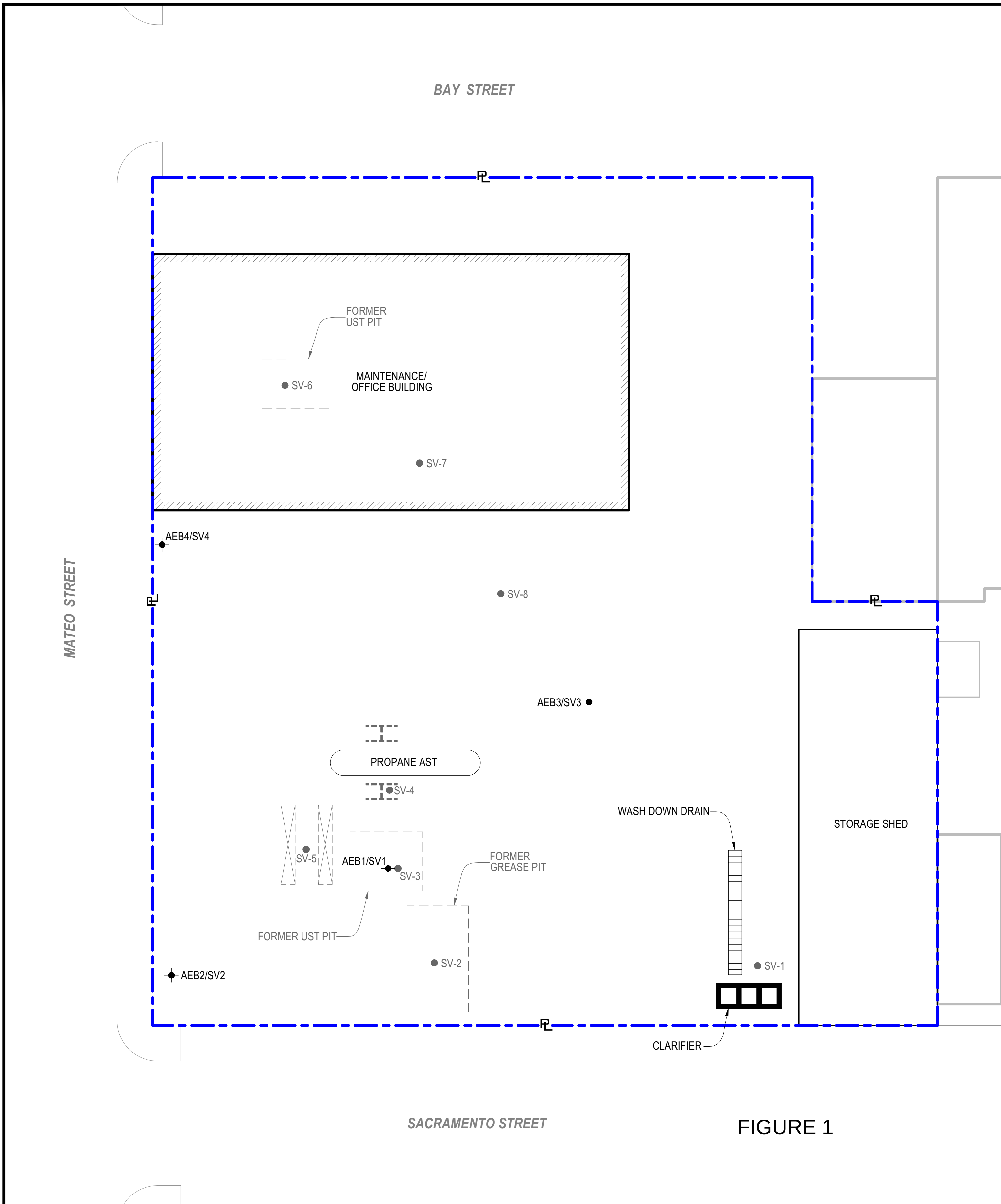


FIGURE 1

LEGEND

- PROPERTY LINE
- SUBJECT STRUCTURE
- FORMER HYDRAULIC HOIST
- FORMER PUMP ISLAND
- SV-8 FORMER SOIL VAPOR PROBE LOCATION
- AEB4/SV4 SOIL/ SOIL VAPOR PROBE LOCATION

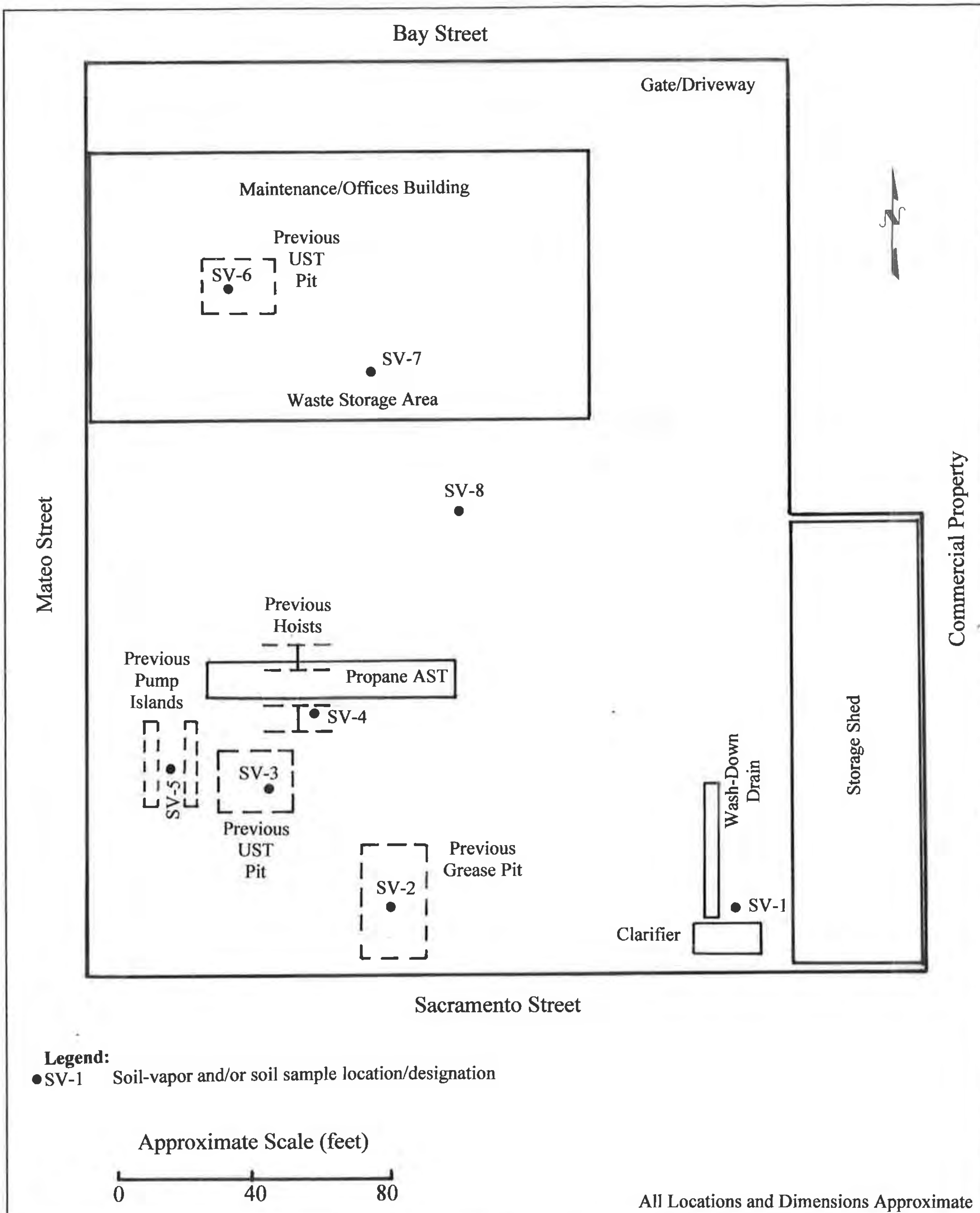
APPROX. SCALE: 1"=40'
0 20' 40'

SITE PLAN

1024 MATEO ST., 2016 BAY ST.,
2001,2005 & 2025 SACRAMENTO ST.
LOS ANGELES, CA 90021

\\laefs02\current\AE 2015\Projects 2015\9836000640 1024 Mateo St 2016 Bay St 2001 2005 & 2025 Sacramento St LA CA 90021 Site Characterization\05 9836000640_Reports\2015-07 PII Rpt\CAD

APPENDIX A



DATE:	DRAWN BY:	PROJECT NO.	Recent Sample Locations	FIGURE
8/12/15	D. Johannes	15-1775	1024 Mateo/2016 Bay/2001, 2005, 2025 Sacramento Sts. Los Angeles, California	3
SOURCE: Environ. Mngrs. & Auditors, Inc./CEC				

CERTIFIED ENVIRONMENTAL CONSULTANTS, INC.

Table 1
Soil-Sampling Title 22 Analytical Results
1024 Mateo Street, 2016 Bay Street, 2001, 2005 and 2025 Sacramento Street
Los Angeles, California

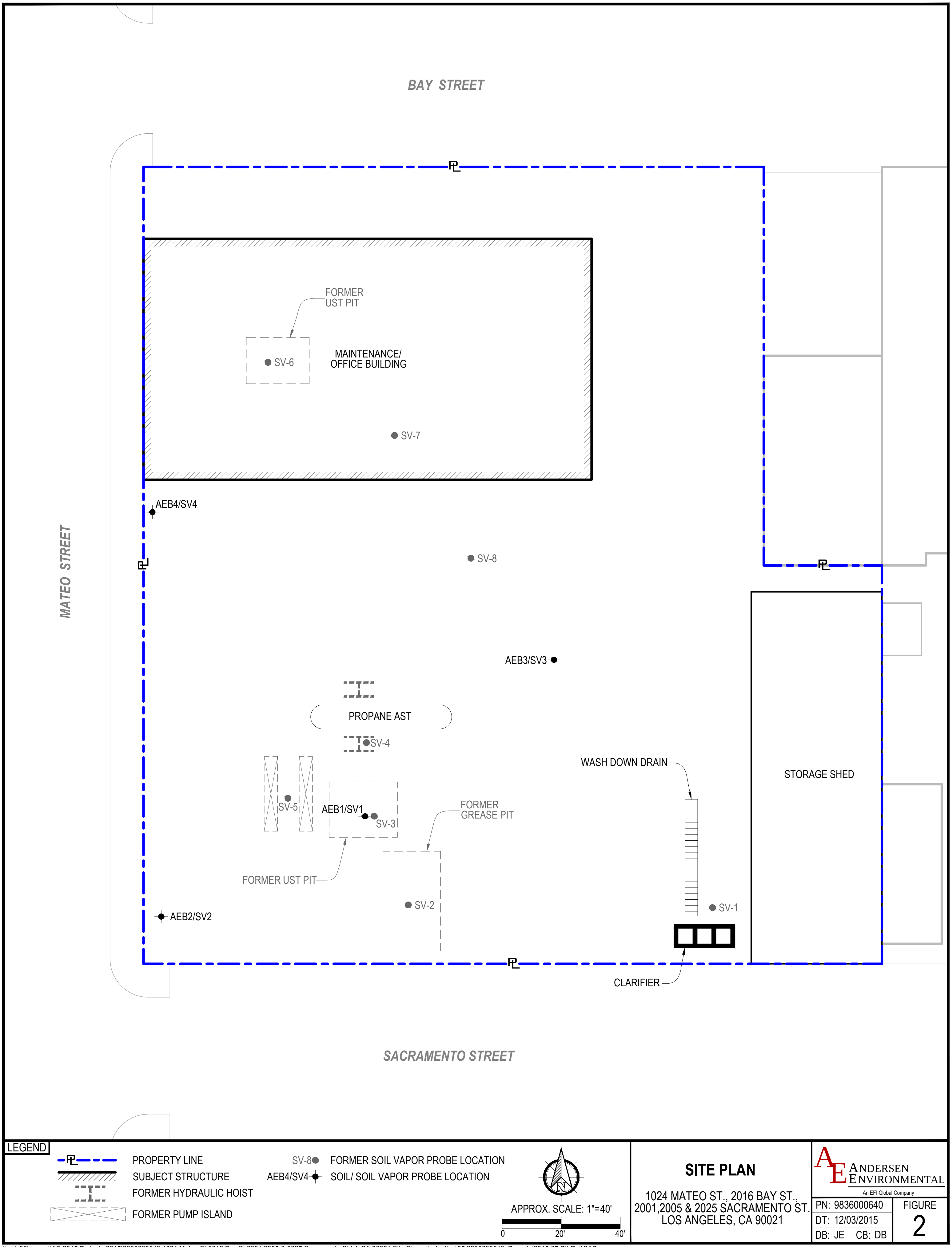
Title 22 Metal	Sample Identification/Location (1) SV-6/SV-7 (compsite)	Environmental Screening Level - Comm. Property (2)
Antimony	ND	40
Arsenic	**1.68**	1.6
Barrium	112	1500 8
Beryllium	ND	8
Cadmium	1.08	7.4
Chromium	37.4	7500
Cobalt	8.22	80
Copper	23.8	230
Lead	60.8	750
Mercury	0.0763	10
Molybdenum	1.93	40
Nickel	29.4	150
Selenium	ND	10
Silver	ND	40
Thallium	ND	16
Vanadium	33.4	200
Zinc	116	600

Notes:
(1) Former junk yard portion of site, see provided figures for physical depiction of sample locations
(2) Environmental Screening Levels (ESLs) for Shallow Soils at Commercial Properties, Regional Water Quality Control Board, San Francisco Region, Interim Draft, 2008
Bold type face = Exceeds recommended screening level

Table 2
Soil-Vapor Sampling Analytical Results
1024 Mateo Street, 2016 Bay Street, 2001, 2005 and 2025 Sacramento Street
Los Angeles, California

Sample I.D.	Sample Location (1)	Benzene (2)	Toluene (2)	Ethyl-benzene (2)	Xylenes (2)	PCE (3)	Other VOCs (4)
SV-1	Adjacent to current clarifier/wash drain	ND	ND	ND	ND	**3.69**	ND
SV-2	At former grease-pit location	ND	ND	ND	ND	**14.54**	ND
SV-3	At former UST location	ND	ND	ND	ND	**22.42**	ND
SV-4	At former hydraulic hoists location	ND	ND	ND	ND	**21.32**	ND
SV-5	At former pump-islands location	ND	ND	ND	ND	**21.81**	ND
SV-6	At former UST location	ND	ND	ND	ND	**13.78**	ND
SV-7	Adjacent to current waste-stoarge area	ND	ND	ND	ND	**11.76**	ND
SV-8	S. of main bld., at conduc. anomoly loc.	ND	ND	ND	ND	**11.72**	ND

Notes:
(1) See provided figures for physical depiction of sample locations
(2) Common volatile gasoline constituents by EPA Method 8021B
(3) Tetrachloroethene/Perchloroethene by EPA Method 8021B
(4) Other volatile organic compounds measured by Method 8021B, see report for listing of method analytes
ND = Not detected above method detection limits
Bold type face = Exceeds recommended screening level



SITE PLAN

1024 MATEO ST., 2016 BAY ST.,
2001,2005 & 2025 SACRAMENTO ST.
LOS ANGELES, CA 90021

ANDERSEN ENVIRONMENTAL
An EFI Global Company

PN: 9836000640
DT: 12/03/2015
DB: JE
CB: DB

FIGURE
2

\\aefs02\current\AE 2015\Projects 2015\9836000640 1024 Mateo St 2016 Bay St 2001 2005 & 2025 Sacramento St LA CA 90021 Site Characterization\05 9836000640_Reports\2015-07 PII Rpt\CAD

Table 1: Volatile Organic Compounds in Soil
Commercial Property
1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street, Los Angeles, California 90021

Sample ID	Sample Date	Sample Depth (ft bgs)	EPA Method 8260B (µg/kg)	
			PCE	All Other 8260B VOC Analytes
AEB1	11/13/15	5	9.32	ND
AEB1	11/13/15	15	ND	ND
AEB1	11/13/15	30	ND	ND
AEB2	11/13/15	5	ND	ND
AEB2	11/13/15	15	ND	ND
AEB2	11/13/15	30	ND	ND
AEB3	11/13/15	5	ND	ND
AEB3	11/13/15	15	ND	ND
AEB3	11/13/15	30	ND	ND
AEB4	11/13/15	5	4.56	ND
AEB4	11/13/15	15	ND	ND
AEB4	11/13/15	30	ND	ND
Industrial RSL			**39,000**	**NE**
MSSL			**55**	**NE**

Notes:

µg/kg = micrograms per kilogram

ft bgs = feet below ground surface

VOCs = Volatile Organic Compounds

ND = Not Detected above laboratory detection limit

NE = Not Established for the suite of compounds

Regional Screening Level (United States Environmental Protection Agency, 2015)

MSSL = Maximum Soil Screening Level, based on a distance of 80 feet between soil and groundawater and a soil type of sand (Los Angeles Regional Water Quality Control Board , 1996)

Table 2: Volatile Organic Compounds in Soil Vapor
Commercial Property
1024 Mateo Street; 2016 Bay Street; 2001, 2005, and 2025 Sacramento Street, Los Angeles, California 90021

Sample ID	Probe Depth (ft bgs)	Date	Analytical Results (EPA Method 8260B, µg/l)					
			PCE	TCE	FC-11	FC-12	Leak Check Compound (1,1-Difluoroethane)	All Other VOC Analytes
SV1	5	11/17/2015	**15.8**	0.0832	0.0701	ND	ND	ND
SV1	15	11/17/2015	**20.4**	0.0365	0.0856	ND	ND	ND
SV1	30	11/17/2015	**19.5**	ND	0.133	ND	ND	ND
SV2	5	11/17/2015	**6.54**	ND	0.0868	ND	ND	ND
SV2	15	11/17/2015	**15.8**	ND	0.154	ND	ND	ND
SV2	30	11/17/2015	**29.3**	0.0178	0.320	0.0912	ND	ND
SV3	5	11/17/2015	**4.56**	ND	0.0256	ND	ND	ND
SV3	15	11/17/2015	**6.45**	ND	0.0352	ND	ND	ND
SV3	30	11/17/2015	**6.02**	P	0.0352	ND	ND	ND
SV3 (DUP)	30	11/17/2015	**5.94**	ND	0.0420	ND	ND	ND
SV4	5	11/17/2015	**12.7**	0.0196	0.0520	ND	ND	ND
SV4	15	11/17/2015	**26.9**	ND	0.113	0.0671	ND	ND
SV4	30	11/17/2015	**35.2**	ND	0.150	0.0872	ND	ND
Commercial CHHSL			**0.6**	**1.8**	**NE**	**NE**	**NE**	**NE**

Notes:

EPA = Environmental Protection Agency

µg/l = micrograms per liter

ft bgs = feet below ground surface

PCE= Tetrachloroethene

TCE = Trichloroethene

FC-11 = Trichlorofluromethane

FC-12 = Dichlorodifluoromethane

1,1-Difluoroethane = Leak Check Compound

ND = Not Detected at or above the detection limit

CHHSL = California Human Health Screening Level for Commercial/Industrial sites without engineered fill below sub-slab gravel (Office of Environmental Health Hazard Assessment, 2010)

NE = Not established for the compound or suite of compounds

APPENDIX B

HEALTH AND SAFETY PLAN
PROPOSED DEVELOPMENT
1024 Mateo St, 2016 Bay St, 2001-2025 Sacramento St,
Los Angeles, California

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INTRODUCTION / BACKGROUND

The following is a Health and Safety Plan for soil excavation and handling at the proposed redevelopment project under consideration at 1024 Mateo Street, 2016 Bay Street and 2001-2025 Sacramento Street in Los Angeles, California. The combined 1.42-acre site is to be developed with 120,000 square feet of commercial floor area and 106 residential units. Those residential units will be above the first floor and separated from the subsurface by street level commercial units and by a subterranean parking structure. The soil gas at the site is impacted with low levels of VOC. The property is being redeveloped and site construction activities require excavation and handling of soil that may be impacted with PCE. The soil excavation and handling work will be conducted by a qualified contractor.

KEY PERSONNEL

A Site Safety Officer (SSO) and/or Project Manager (PM) should be assigned to manage the health and safety of workers and nearby residents during the excavation activities. This individual should have completed 40 hours of comprehensive health and safety training which meets the requirements of Title 29 Code of Federal Regulations (29 CFR 1910.120), and is current with refresher training.

The Project Manager (PM) is responsible for generating, organizing and compiling the Site Safety and Health Plan (SSHP), which describes all planned field activities and potential hazards that may be encountered at the site. The PM is also responsible for assuring that adequate training and safety briefing(s) for the project is provided to the project team.

The SSO's health and safety responsibilities include:

- Following the SSHP.
- Reporting to the PM any unsafe conditions or practices.
- Reporting to the PM all facts pertaining to incidents, which result in injury or exposure to toxic materials.

HAZARD ANALYSIS

The potential hazards to personnel working at this site have been identified as chemical contamination and the physical hazards of working outdoors around drill rigs and remediation system equipment. Each potential hazard relative to possible exposure is described below.

Chemical Contamination

The primary health and safety hazard posed by this project is the potential of chemical contamination from inhalation of vapors that could potentially be released from the soil gas and/or groundwater, and potentially contain hazardous constituents. The principal constituents of concern are tetrachloroethene (PCE) and trichloroethene (TCE), which have been classified as a "potential occupational carcinogen". This contaminant can cause skin and eye irritation, as well as respiratory problems, fatigue, nausea, and abdominal pain. Target organs, which may be affected, are the central nervous system, respiratory system, eyes, blood, bone marrow and skin.

Tables 1 and 2 present a summary of the chemical exposure limits and characteristics associated with them.

The greatest potential for exposure exists during excavation, when fugitive vapors or particulates could be admitted to the atmosphere during excavation activities. Personnel could come in contact with vapors and particulates containing these constituents.

Physical Hazards

On-site non-chemical hazards include working around heavy equipment, noise, and possible heat stress. While working at the site, the field personnel must be aware of heavy equipment movement and general traffic. Field personnel will exercise extreme caution around the equipment during testing. Noise levels around operating equipment may exceed a comfortable range in which case ear plugs will be utilized.

Presence of unauthorized personnel: Care will be taken to not allow any unauthorized person entrance to the area around the equipment on site.

Lifting hazards: Field personnel are instructed to wear a back-belt when lifting items weighing greater than 40 lbs; lift by bending at the knees and using leg muscles. When lifting heavy items, use the buddy system or a mechanical lifting device. Never twist or jerk your body while lifting. Use gloves when lifting sharp or abrasive objects, or where splinters are possible.

Noise hazards: Field personnel are instructed to wear hearing protection anytime they are conducting work near operating equipment, or anytime that the ambient noise level is sufficiently loud to require the employee to raise his/her voice to be heard.

Electrical hazards: Field personnel are instructed to take the proper precautions when handling or working on any electrical device on site. The following general steps should be taken at all times:

- Maintain appropriate distance from overhead utilities (20 feet minimum clearance from power lines; 10 feet minimum distance from shielded power lines).
- Use ground fault circuit interrupters as required.
- Always use three pronged plugs and extension cords.
- Follow all code requirements for electrical installations.

Hand and Power Tool hazards: All field personnel are required to implement the following general safety precautions when using any handheld or power tools:

- Keep the tools sharp, clean and properly maintained -worn tools can contribute to slips and breaks that can cause injury to personnel and damage to onsite equipment
- Do not use tools to perform tasks for which they were not intended
- Use proper eye protection when using any power tool.
- Inspect each power tool prior to use for damaged parts, loose fittings and frayed or damaged electrical cords. If damaged, do not use the tool until it has been repaired or replaced.
- No adjustments should be made to a power tool while it is plugged in.
- Always use the proper guards or shields when using power tools. NEVER use homemade handles or extensions.

Hot Work or Welding: Field personnel are advised that these activities have a potential to lead to a fire. Therefore, fire suppression equipment should be maintained in the work area. Steps should be taken to ensure that all flammable materials are protected from sources of ignition.

Slip, Trip, Fall hazards: Field personnel are instructed to inspect the work area for hazards prior to commencing work. These include uneven terrain, sloped areas, wet or slick areas, and areas covered with loose material. If slip, trip or fall hazards, they should be communicated to all employees at the work site and marked, if possible, with warning signs, cones and/or caution tape.

Fire hazards: To avoid fire and explosion, smoking or use of other flammable devices will NOT be permitted within the barricaded area. A fire extinguisher is to be maintained on site at all times.

Traffic hazards: Vehicular traffic is open to the public in the site vicinity. All work areas should be coned off prior to commencing work. Additionally, all field personnel should wear reflective safety vests and be cautious of vehicular traffic.

Mobile Heavy Equipment: More than 100 people each year are killed by mobile heavy equipment - including backhoes/excavators, mobile cranes, road grading and surfacing machinery, loaders, bulldozers, and tractors - on construction sites. These are the main causes of death:

Workers on foot are struck by equipment, usually when it's backing up or changing direction.

Equipment rolls over and kills the operator while on a slope or when equipment is loaded or unloaded from a flatbed/lowboy truck.

Operators or mechanics are run over or caught in equipment when the brakes aren't set, equipment is left in gear, wheel chocks are not used, or the equipment and controls aren't locked out.

Workers on foot or in a trench are crushed by falling equipment loads, backhoe buckets, or other moving parts.

Protect Yourself

Allow only **trained and experienced operators to operate heavy equipment.**

Be sure operators and mechanics are trained by qualified persons* experienced with the model of heavy equipment being used.

Rent or buy only heavy equipment that has rollover protective structures (**ROPSs**) and seat belts.

Use only flatbed/lowboy trucks and ramps that are suitable for **transporting** heavy equipment.

Ensure that a copy of the **operating manual** is on all machinery or available to the operator.

Identify the hazards of overhead and underground **power lines and utilities** and establish procedures for working around them. Before excavation begins, use the one-call system for utility cutoffs.

Make sure the manufacturer's **safety features** work.

Set a limited access zone and/or a swing radius for each piece of equipment.

Provide training on equipment hand signals.

Provide trained spotters or signal persons to alert operators to workers or pedestrians in the blind spots of the equipment - including workers in trenches or manholes.

As a heavy-equipment operator, you should:

Review operating, safety, and shutdown procedures in the operator's manual before you work with a new piece of equipment.

Check/inspect the equipment and controls every day before you begin work.

To **prevent slips and falls**, keep grease and fluids off the walking/working surfaces and use 3 points of contact when entering and exiting equipment (such as 2 hands and 1 foot).

To **prevent rollovers**, do not travel or work parallel to steep grades or embankments or on unstable soil.

If possible, operate heavy equipment that has a ROPS and fasten the seatbelt. (Don't use a seatbelt if you must use equipment that has no ROPS, because you may have to jump clear during a rollover.)

If equipment is rolling over or out of control, do not jump if it has a ROPS and seatbelt; you have a better chance of riding it out with a ROPS and your seat belt fastened.

Always put the transmission in park, shut off the motor, set the brakes, and perform any other needed **shutdown procedures**/lockout of controls and/or attachments before working on or around the equipment.

---

*OSHA says a qualified person...by extensive knowledge, training, and experience can...solve...problems related to the subject matter....

Protect Others

To protect other workers or pedestrians:

Do not back up unless you are sure no one is behind you. Use mirrors, where appropriate.

Do not depend only on backup alarms. They are not always heard on noisy construction sites.

Use barriers to separate workers on foot, pedestrians, and vehicles from moving equipment, where possible.

When loading or unloading materials, make sure that only essential workers are in the area and have a spotter/signal person to let you know where they are. No one should be under a suspended load.

Never allow other workers to ride on equipment.

Don't speed; be extra careful around other traffic, hills, obstacles, and curves.

Heat Stroke and Heat exhaustion: The potential for heat stress is a concern when field activities are performed on warm, sunny days, and is accentuated when chemical protective clothing is worn. Heat stress prevention measures and monitoring will be implemented if site temperatures are above 88 degrees Fahrenheit. Precautions to prevent heat stress will include work/rest cycles so rest periods are taken before excessive fatigue occurs, and regular intake of water to replace that lost from perspiration. To prevent dehydration, all workers will be required to drink fluids during work. An initial work/rest cycle of one hour work and fifteen minutes rest is recommended for protection of staff when the heat stress hazard is high. The recommended cycle will be adjusted up or down based upon worker monitoring, environmental conditions, and the judgement of the site safety officer.

At any time field team members recognize the signs or symptoms of heat stress prior to a scheduled rest period, they will notify the SSO immediately in order that a rest period can be called. Heat stress, if not prevented, results in heat stress illnesses. Two critical illnesses, if not recognized and treated immediately, can become life threatening. These are heat exhaustion and heat stroke. Heat exhaustion will result if the prevention measures described above are not implemented. Ignoring the signs and symptoms of heat exhaustion will lead to the development of heat stroke. Heat stroke is an immediate, life-threatening condition that results because the body's heat regulation mechanisms shut down, and the body cannot cool itself sufficiently. As heat is excessively stored in the body, brain damage can result causing permanent disability or death.

The signs and symptoms of heat exhaustion are headache; dizziness; nausea; weakness; fainting; profuse sweating; loss of appetite; approximately normal body temperature; dilated pupils; weak and rapid pulse; shallow and rapid breathing; possible cramps in abdomen and extremities; difficulty walking; cool and sweaty skin to the touch; pale to ashen gray coloring.

First aid for heat exhaustion is as follows:

- Immediately remove victim to the support area, or if you are the victim, proceed to the support area.
- Decontaminate, if practical, before entering support area.
- Start cooling, but be careful not to cause a chill (i.e., and/or remove clothing as much as practical, especially chemical resistant clothing).
- Drink cool water slowly, but only if conscious and not in shock.
- If vomiting, and/or the signs and symptoms are not lessening within an hour, call for emergency help and/or transport the victim to emergency room.
- It is likely that a heat exhaustion victim will be unable to work for the remainder of the day.

The signs and symptoms of heat stroke are hot, dry skin to the touch; reddish coloring: body temperature >105^{o}F; no sweating; mental confusion; deep, rapid breathing that sounds like snoring progressing to shallow, weak breathing; headache; dizziness; nausea; vomiting; weakness; dry mouth; convulsions, muscular twitching, sudden collapse, possible unconsciousness.

First aid for heat stroke is as follows:

- Immediately remove the victim to the support area; prior to entering the support area, remove and dispose the victim's chemical-resistant clothing.
- Cool the victim rapidly using whatever means are available, including: shade; opening up and/or removing clothing; soaking clothing/skin with water and fanning; placing victim in vehicle using air conditioning on maximum.
- Do not give drinking water to victim.
- Treat for shock, if needed.
- Transport the victim to the emergency room or call for emergency help; no exceptions for heat stroke victim.

PERSONAL PROTECTIVE EQUIPMENT

Based on the hazard analysis for this project, the following personal protective equipment (PPE) will be required and used. Changes to these specified items of PPE will not be made without the approval of the site safety officer.

Level D (modified) protection will be the minimum required protection during drilling. It will consist of long sleeve shirts, gloves, chemical resistant steel-toed safety boots, and hard hats.

In addition, goggles and/or safety glasses should be worn, but it is not a requirement. If at any time throughout the course of this job, there is a potential for more exposure to the personnel, half and/or full face respirators (Level C) may be required. Work will halt if possible exposure warrants level B protection.

ENVIRONMENTAL MONITORING PLAN

The potential hazards identified in the hazard analysis portion of this plan determined the need for initial and/or ongoing monitoring for assessment of exposure to the hazards as follows:

A direct-reading instrument will be used to monitor air quality in around the work areas. The specific instrument will be a photo ionization detector with a detection limit of 1.0 ppm and a range of 1.0 to 3,000 ppm for organic compounds. Calibration is performed daily with a standard of 100 ppm hexane in air.

Air monitoring for background levels of air contamination will be performed prior to the start of testing activities. Background concentrations will be noted and used as the baseline or zero concentration.

Air monitoring during excavation will be conducted in the immediate breathing zones at minimum intervals of every 30 minutes, or more frequently if needed. The measurements will be logged, showing the time and the concentration of the airborne organic compounds. The primary contaminants of concern for this investigation are chlorinated solvents. Of these, PCE has the lowest Permissible Exposure limit (PEL). **Table 2** displays the PEL and Short Term Exposure Limits (STEL), applicable for the volatile organic vapors that may be occurring at the site.

At any time during testing, if the concentration exceeds 25 ppm for 1 minute or more within the work area during drilling or testing, PPE will be upgraded to include half-face respirators equipped with organic vapor canisters. Benzene will be the primary pollutant of concern. The use of respirators will be discontinued when the concentrations dissipate to the acceptable levels, as determined by the site safety officer. If at any time the VOC concentrations exceed 100 ppm over background, all drilling and or testing activities will cease and the personnel will stop work and determine measures of mitigating the high VOC levels until safe concentrations are established and work can safely be reinitiated.

SITE CONTROL MEASURES

The potential chemical and physical hazards have been identified in this SSHP; however, should unexpected conditions arise, the SSO will stop all work at the site and the Project Manager will be notified. Work will not be completed until the SSHP has been revised or re-evaluated, accordingly.

DECONTAMINATION

All workers will wash hands, arms and face after removing PPE and prior to leaving the site. Disposable items will be bagged for disposal along with other hazardous wastes removed from property. Sampling equipment will be decontaminated using a steam cleaner or three bucket wash. All heavy equipment should be steam cleaned prior to removal from the site, if necessary. There are no special emergency decontamination procedures anticipated for this project.

EMERGENCY PROCEDURES

In the event of an emergency on site, the SSO will direct the course of action. The SSO will call for emergency assistance if needed. As soon as practical, the SSO will contact the Project Manager. All staff assigned to this project will be briefed on the procedures and responsibilities for implementation. A map showing the location and route to the hospital is included as **Figure 1**. In the event of a medical emergency, 911 should be used.

The SSO is trained in first-aid and CPR. A first-aid kit and fire extinguisher are located in the field vehicle. The nearest telephone numbers to be used to call for assistance are listed below. A copy of this list will be posted in the support zone of the work area.

The nearest hospital to the site is the Dignity Health Medical Center, 1401 S. Grand Avenue, Los Angeles, CA. The telephone number of the hospital is shown below. **Name of Business**	**Telephone Number**
Fire or Police	911
Dignity Health Medical Center	(213) 748-2411
Remdox. - Dan Louks	(310) 459-7320

DIRECTIONS TO THE HOSPITAL

Hospital: Dignity Health Medical Center, 1401 South Grand Avenue, Los Angeles, CA
Phone: (213) 748-2411

Route: Head East on Sacramento Street. Turn right on Mateo Street. Turn left on E. 8th Street. Turn right on West I-10. Take Exit 14A, Los Angeles Street. Continue onto E 17th Street. Turn right on South Olive Street. Turn left on West Pico Street. Turn left on South Grand Avenue. Hospital is on the right.

I have reviewed a copy of the Health and Safety Plan for this project and am familiar with the hazards of this project.

Signature	Name	Company	Date
____________________	____________________	____________________	_______
____________________	____________________	____________________	_______
____________________	____________________	____________________	_______
____________________	____________________	____________________	_______

Name and Signature of Site Safety Officer

TABLE 1
Chemical Characteristics

Chemical Notes		TLV (8 hr TWA) (ppm)	Ionization Potential (eV)	IDLH Level (ppm)
PCE	C	25	9.32	500
TCE	C	50	9.47	1,000

Threshold Limit Value as the airborne time weighted average (TWA) published by the American Conference of Industrial Hygienists (ACGIH), 1988-1989. Immediately Dangerous to Life and Health level as an airborne concentration published by the National Institute of Occupational Safety and Health (NIOSH), Publication Number 85-114, September 1985. 4. From the CHRIS Manuals, Volumes I-III.C - Carcinogen; F - Flammable.

TABLE 2
Chemical Exposure Limits

Contaminant	PEL	STEL
	OSHA	OSHA
PCE	25	100
TCE	50	200

PEL (Permissible Exposure Limit) - Time-weighted average concentrations, similar to (and usually derived from) the Threshold Limit Values. STEL (Short Term Exposure Limit) - Average concentration permissible over a 10-minute period.

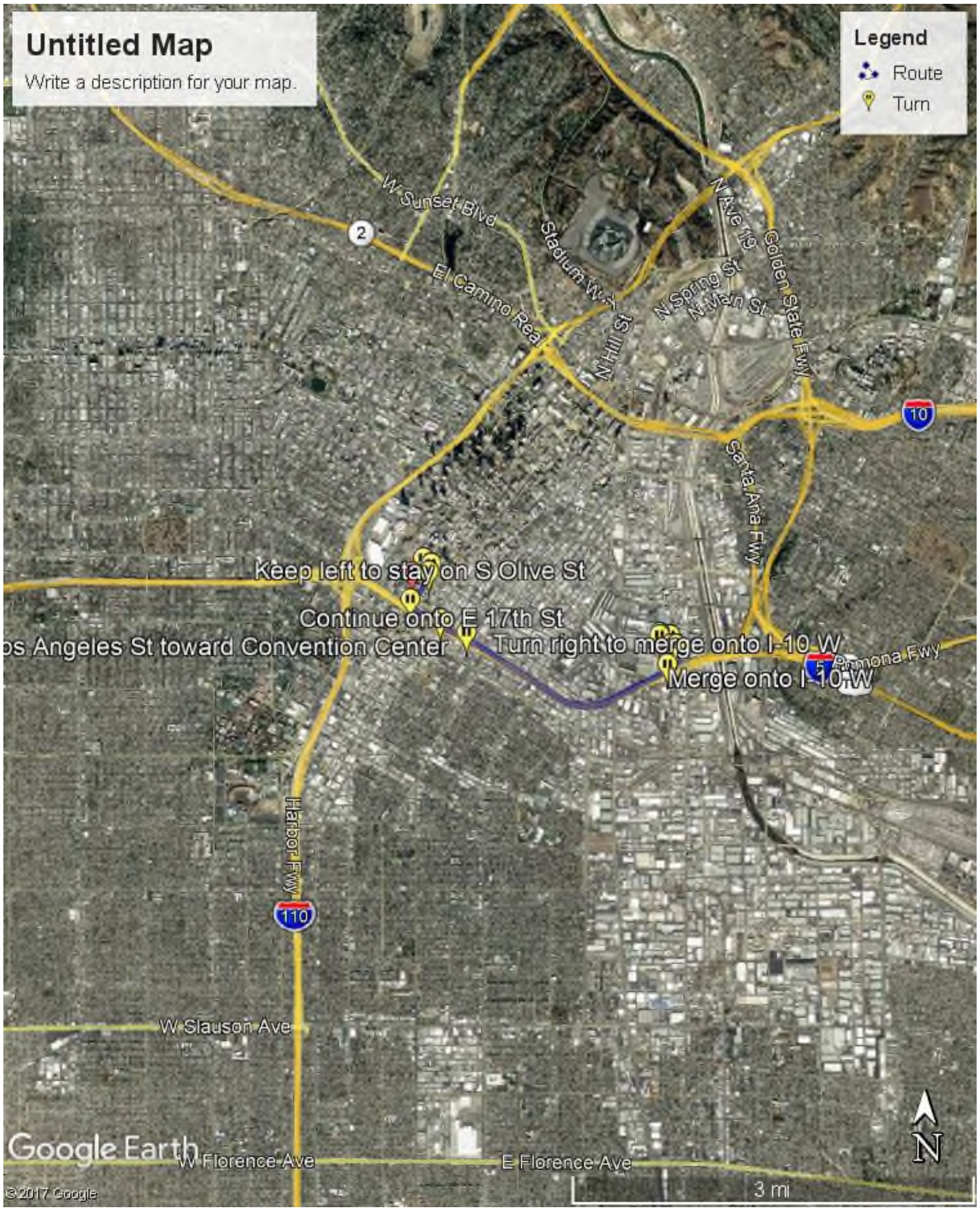


FIGURE 1

Route to Hospital

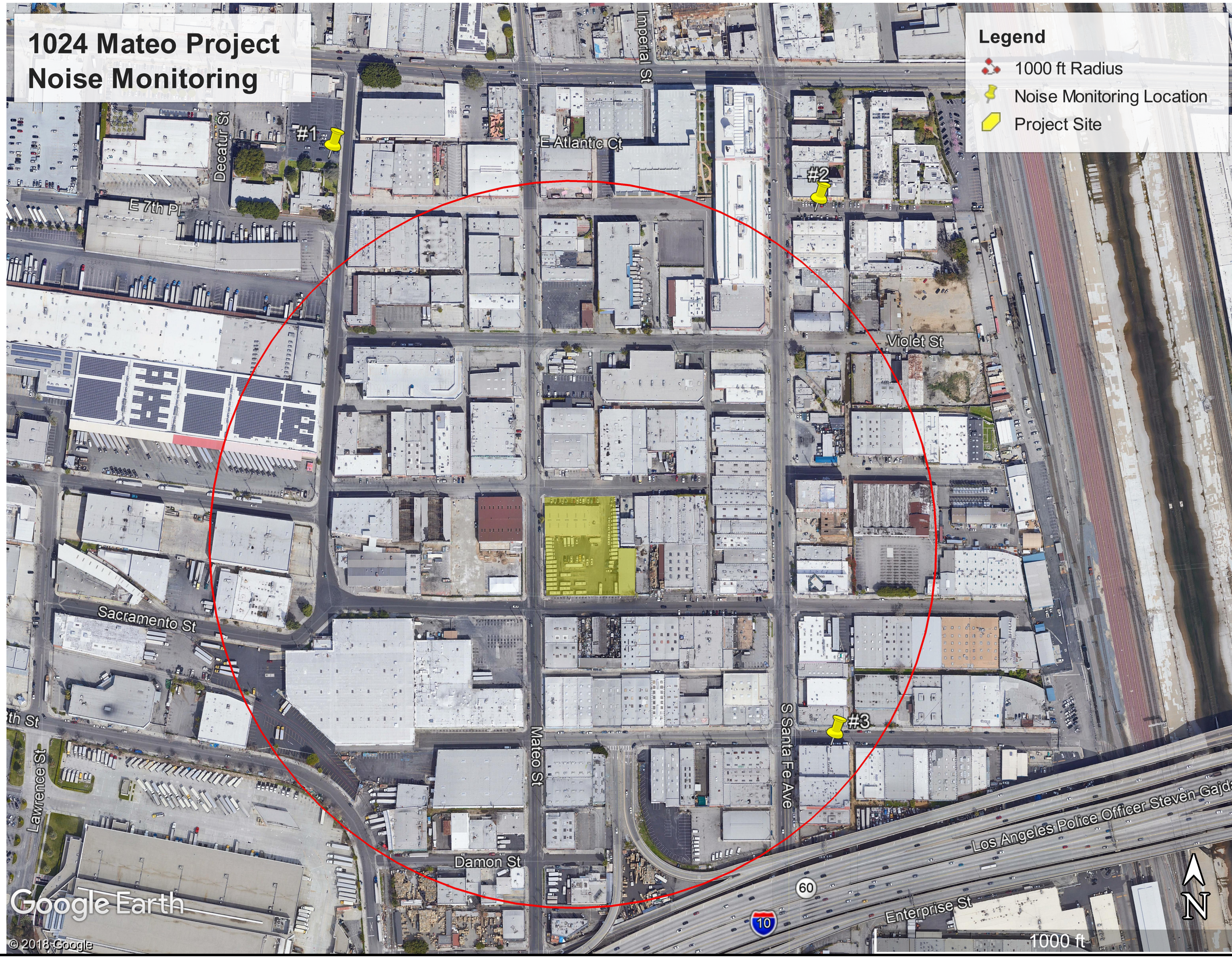
DIRECTIONS TO THE HOSPITAL

Hospital: Dignity Health Medical Center, 1401 South Grand Avenue, Los Angeles, CA
Phone: (213) 748-2411

Route: Head East on Sacramento Street. Turn right on Mateo Street. Turn left on E. 8th Street. Turn right on West I-10. Take Exit 14A, Los Angeles Street. Continue onto E 17th Street. Turn right on South Olive Street. Turn left on West Pico Street. Turn left on South Grand Avenue. Hospital is on the right.

Appendix F:

Noise Measurements



DKA Planning

NOISE RECEPTOR & MONITORING LOCATION MAP

1024 Mateo Street Project

Imagery via Google

Summary	
File Name on Meter	s001.ses
Serial Number	BIJ050019
Model	SOUNDPRO SE/DL
Firmware Version	R.13H
User	DKA
Location	#1
Job Description	1024 MATEO
Note	Heavy truck traffic on surrounding streets, as is typical for that area. Most of the traffic was truck traffic. Moderate truck traffic on Wilson and heavy truck traffic on 7th. Ambulance siren.

Measurement	
Start	2019-02-06 10:59:00
Stop	2019-02-06 11:14:00
Duration	00:15:00.0
Run Time	00:15:00.0

Overall Settings	
RMS Weight	A Weighting
Detector	Slow

Results		
LA_{eq}	57.9	dB
$LZ_{peak\ (max)}$	89.3	dB
LAS_{max}	74.4	dB
LAS_{min}	49.4	dB

Summary	
File Name on Meter	s002.ses
Serial Number	BIJ050019
Model	SOUNDPRO SE/DL
Firmware Version	R.13H
User	DKA
Location	#2
Job Description	1024 MATEO
Note	Light auto and pedestrian traffic in the immediate area where the reading was taken, but heavy auto and truck traffic on Santa Fe. Light to moderate pedestrian traffic on Santa Fe. Ambulance siren.

Measurement	
Start	2019-02-06 11:25:00
Stop	2019-02-06 11:40:00
Duration	00:15:00.0
Run Time	00:15:00.0

Overall Settings	
RMS Weight	A Weighting
Detector	Slow

Results

L_{Aeq}	61.5 dB
$L_{Zpeak\ (max)}$	95.4 dB
L_{ASmax}	74.4 dB
L_{ASmin}	54.8 dB

Summary

File Name on Meter	s003.ses
Serial Number	BIJ050019
Model	SOUNDPRO SE/DL
Firmware Version	R.13H
User	DKA
Location	#3
Job Description	1024 MATEO
Note	Light auto and no truck traffic on 8th. Moderate pedestrian traffic on 8th. Heavy truck traffic on Santa Fe. Minimal noise from freeway.

Measurement

Start	2019-02-06 12:03:00
Stop	2019-02-06 12:18:00
Duration	00:15:00.0
Run Time	00:15:00.0

Overall Settings

RMS Weight	A Weighting
Detector	Slow

Results

L_{Aeq}	66.4 dB
$L_{Zpeak\ (max)}$	96.2 dB
L_{ASmax}	78.9 dB
L_{ASmin}	57.2 dB

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Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	3	*number of rows of houses between source and receiver
A(rows1)	**8**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

*Where at least 100 feet of trees intervene between source and receiver, **and** if no clear line of sight exists between source and receiver, **and** if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	8
A(rows2)	0
A(trees)	0
A(cumulative)	**8**

1212 SANTA FE AVENUE: DEMOLITION AND GRADING — Page 2

Construction Noise - Unitigated

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	0	77.0
Loader	79	0.4	0	75.0
		Combined dBA, Mitigated		**79.1**

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	8
Sound Barrier Shielding	0.0
G	0.0
Distance	690
Unmitigated Construction Noise	**48.3**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	48.3
Existing Ambient Noise Level	66.4
Unmitigated Ambient Noise	66.5
Unmitigated Increase	**0.1**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

METROPOLITAN HIGH SCHOOL: DEMOLITION AND GRADING — Page 1

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	4	*number of rows of houses between source and receiver
A(rows1)	**9.5**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	9.5
A(rows2)	0
A(trees)	0
A(cumulative)	**9.5**

METROPOLITAN HIGH SCHOOL: DEMOLITION AND GRADING — Page 2

Construction Noise - Unitigated

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	0	77.0
Loader	79	0.4	0	75.0
		Combined dBA, Mitigated		**79.1**

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	9.5
Sound Barrier Shielding	0.0
G	0.0
Distance	980
Unmitigated Construction Noise	**43.8**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	43.8
Existing Ambient Noise Level	57.9
Unmitigated Ambient Noise	58.1
Unmitigated Increase	**0.2**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

726 SANTA FE AVENUE: DEMOLITION AND GRADING

Construction Noise - Unmitigated

Total Equipment Noise Levels

Source	Emission Level (dBA)	Usage Factor	Adjusted dBA
Excavator	81	0.4	77.0
Loader	79	0.4	75.0
		Combined dBA	**79.1**

Housing Row Shielding

If gaps in the row of buildings constitute less than 35% of the length of the row:		
R	3	*number of rows of houses between source and receiver
A(rows1)	**8**	

If gaps in the row of buildings constitute between 35-65% of the length of the row:		
R	0	*number of rows of houses between source and receiver
A(rows2)	**0**	

If gaps in the row of buildings constitute more than 65% of the length of the row:		
A(rows3)	**0**	

Tree Zone Shielding

Where at least 100 feet of trees intervene between source and receiver, ***and*** *if no clear line of sight exists between source and receiver,* ***and*** *if the trees extend 15 feet or more above the line of sight:*		
W	0	*width of the tree zone along the line of sight between source and receiver, in feet.
A(trees)	**0**	

Cumulative Shielding

Existing Building	0
Axxx	0
Axxx	0
A(rows1)	8
A(rows2)	0
A(trees)	0
A(cumulative)	**8**

726 SANTA FE AVENUE: DEMOLITION AND GRADING

Construction Noise - Unitigated

Construction Equipment Best Practices

Source	Emission Level (dBA)	Usage Factor	Mitigative Attenuation	Adjusted dBA
Excavator	81	0.4	0	77.0
Loader	79	0.4	0	75.0
		Combined dBA, Mitigated		**79.1**

Unmitigated Construction Noise Level

Total Equipment Noise Level	79.1
Cumulative Shielding (A)	8
Sound Barrier Shielding	0.0
G	0.0
Distance	930
Unmitigated Construction Noise	**45.8**

Unmitigated Receptor Noise Level

Unmitigated Construction Noise	45.8
Existing Ambient Noise Level	61.5
Unmitigated Ambient Noise	61.6
Unmitigated Increase	**0.1**

Sources

Federal Highway Administration (FHWA), *Construction Noise Handbook*, August 2006.

Federal Transit Administration (FTA), *Transit Noise and Vibration Assessment*, May 2006.

California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Page 1

Page 2

Traffic Volume Analysis of Key Intersections

AM

Roadway Segment	Direction	No Project 2019 L	T	R	Total	Project Impact L	T	R	Total	TOTAL	Increase L	T	R	Total
Mateo St S of 7th St	N	74	115	46	**235**	11	3	3	**17**	**252**	15%	3%	7%	**7.2%**
Mateo St S of 7th St	S	96	183	75	**354**	5	10	17	**32**	**386**	5%	5%	23%	**9.0%**
Mateo St N of Olympic Bl	N	215	5	304	**524**	3		11	**14**	**538**	1%	0%	4%	**2.7%**
Mateo St N of Olympic Bl	S	95	4	105	**204**	17			**17**	**221**	18%	0%	0%	**8.3%**
7th St W of Santa Fe Ave	E	18	332	100	**450**		3		**3**	**453**	0%	1%	0%	**0.7%**
7th St W of Santa Fe Ave	W	131	705	13	**849**		5		**5**	**854**	0%	1%	0%	**0.6%**
8th St W of Santa Fe Ave	E	25	13	323	**361**				**0**	**361**	0%	0%	0%	**0.0%**
8th St W of Santa Fe Ave	W	254	7	198	**459**				**0**	**459**	0%	0%	0%	**0.0%**

PM

Roadway Segment	Direction	No Project 2019 L	T	R	Total	Project Impact L	T	R	Total		Increase L	T	R	Total
Mateo St S of 7th St	N	112	166	56	**334**	17	5	5	**27**	**361**	15%	3%	9%	**8.1%**
Mateo St S of 7th St	S	47	122	66	**235**	4	7	12	**23**	**258**	9%	6%	18%	**9.8%**
Mateo St N of Olympic Bl	N	126	3	60	**189**	12		4	**16**	**205**	10%	0%	7%	**8.5%**
Mateo St N of Olympic Bl	S	192	9	276	**477**	4	17		**21**	**498**	2%	189%	0%	**4.4%**
7th St W of Santa Fe Ave	E	28	699	182	**909**		5		**5**	**914**	0%	1%	0%	**0.6%**
7th St W of Santa Fe Ave	W	106	317	23	**446**	7	4		**11**	**457**	7%	1%	0%	**2.5%**
8th St W of Santa Fe Ave	E	229	3	184	**416**				**0**	**416**	0%	0%	0%	**0.0%**
8th St W of Santa Fe Ave	W	57	13	382	**452**				**0**	**452**	0%	0%	0%	**0.0%**

Appendix G-1:

Traffic Impact Study

LINSCOTT LAW & GREENSPAN
engineers

TRAFFIC IMPACT STUDY

1024 MATEO STREET MIXED-USE PROJECT

City of Los Angeles, California
March 7, 2019

Prepared for:

Dart Partners, LLC and Mateo Arts, LLC
20501 Ventura Boulevard, Suite 295
Woodland Hills, CA 91364

LLG Ref. 5-16-0299-1

REGISTERED PROFESSIONAL ENGINEER
DAVID S. SHENDER
No. C45324
Exp. 09/30/20
CIVIL
STATE OF CALIFORNIA

Prepared by:

Jason A. Shender
Transportation Planner II

Under the Supervision of:

David S. Shender, P.E.
Principal

Linscott, Law & Greenspan, Engineers

20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367

818.835.8648 T
818.835.8649 F

www.llgengineers.com

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1024 MATEO STREET MIXED-USE PROJECT

City of Los Angeles, California
March 7, 2019

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed 1024 Mateo Street Mixed-Use Project (the "Project"). The Project site is located at located at 1024 Mateo Street in the Arts District area of the City of Los Angeles. The Project proposes the construction of a mixed-use development including 106 live-work apartment units, 2,250 square feet of associated live-work office floor area, 92,740 square feet of general office floor area, 13,126 square feet of restaurant floor area, and 13,979 square feet of retail floor area. The Project site is bounded by Bay Street to the north, Sacramento Street to the south, industrial buildings to the east, and Mateo Street to the west. The Project site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of Los Angeles traffic study guidelines[1] and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential Project-related impacts at 12 key intersections in the vicinity of the Project site. The study intersections were determined in consultation with City of Los Angeles Department of Transportation (LADOT) staff. The Critical Movement Analysis method was used to determine Volume-to-Capacity (*v/c*) ratios and corresponding Levels of Service (LOS) at the study intersections located within the City of Los Angeles. A review also was conducted of Los Angeles County Metropolitan Transportation Authority (Metro) freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed Project.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed Project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes, (v) forecasts future traffic volumes with the proposed Project, (vi) determines future forecast with Project-related impacts, and (vii) recommends mitigation measures, where necessary.

[1] *Transportation Impact Study Guidelines*, City of Los Angeles Department of Transportation, December 2016.
[2] *2010 Congestion Management Program for Los Angeles County*, Los Angeles County Metropolitan Transportation Authority, 2010.

N

NOT TO SCALE

MAP SOURCE: GOOGLE MAPS

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

1024 MATEO STREET MIXED-USE PROJECT

1.1 Study Area

Upon coordination with LADOT staff, 12 study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The study intersections were evaluated from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak commuter hours. The 12 study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the Project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed Project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the Project site;

b. In the vicinity of the Project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the Project site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, the peak-hour vehicle trip generation associated with the proposed Project, the anticipated distribution of Project vehicular trips, and existing intersection/corridor operations.

1.2 Summary of Findings

The Project is forecast to result in significant traffic impacts at three of the study intersections: Application of the impact threshold criteria from the City of Los Angeles indicate that nine of the 12 study intersections are not anticipated to be significantly impacted by the Project. The Project is expected to cause a significant transportation impact under the "Future Cumulative With Project" conditions at the following three intersections:

- Int. No. 3: Alameda Street / 7th Street
- Int. No. 5: Alameda Street / Olympic Boulevard
- Int. No. 7: Mateo Street / 7th Street

The Project proposes the implementation of a Transportation Demand Management (TDM) program. Additionally, the Project applicant proposes to fund the start-up and continuance of a Transportation Management Organization (TMO) for the Arts District (i.e., a new TMO or an Arts District component to the recently established FASTLinkDTLA program) in order to mitigate the potentially significant Project-related traffic impact. A 20 percent TDM reduction and a 0.010 reduction in the volume-to-capacity (*v/c*) at the study intersections related to the start-up funding for the TMO would reduce the impacts to less than significant levels at the three significantly impacted study intersections.

Incremental, but not significant, impacts are noted at the remaining nine study intersections evaluated in this analysis. As no significant impacts are expected due to the Project at the other nine study intersections, no traffic mitigation measures are required or recommended for those study intersections.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The proposed Project site is located at 1024 Mateo Street in the Arts District area of the City of Los Angeles, within the City's Central City North Community Plan Area. The Project site is located on the east side of Mateo Street, between Bay Street to the north and Sacramento Street to the south. The Project site location and general vicinity are shown in *Figure 1–1*.

2.2 Existing Project Site

The existing Project site is currently occupied by a bus depot which provides 16,960 square feet of floor area. Vehicular access to the existing Project site is provided via one gated driveway along the south side of Bay Street and one gated driveway along the north side of Sacramento Street.

2.3 Proposed Project Description

The Project applicant seeks to remove the existing bus depot and construct a mixed-use development including 106 live-work apartment units, 2,250 square feet of associated live-work office floor area, 92,740 square feet of general office floor area, 13,126 square feet of restaurant floor area, and 13,979 square feet of retail floor area. Parking for the Project will be provided within an on-site parking garage. Construction and occupancy of the proposed Project is planned to be completed by the year 2023. The site plan for the proposed Project is illustrated in ***Figure 2–1***.

Vehicular access to the Project site will be provided via Bay Street and Sacramento Street. Further discussion of the Project site access and circulation schemes is provided in Section 3.0.

FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR

1024 MATEO STREET MIXED-USE PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the Project is displayed in *Figure 2–1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Existing Vehicular Site Access

Vehicular access to the existing site is provided via one gated driveway along the south side of Bay Street and one gated driveway along the north side of Sacramento Street. The existing site driveways accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

3.2 Vehicular Project Site Access

Vehicular access to the Project site will be provided via one driveway along the south side of Bay Street and one driveway along the north side of Sacramento Street. Descriptions of the Project site driveways are provided in the following paragraphs:

- *Bay Street Project Driveway:*

  The Bay Street driveway will provide access to the subterranean level of the on-site parking garage. It is proposed to serve the parking spaces associated with the residential component of the Project. The Bay Street driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

- *Sacramento Street Project Driveway:*

  The Sacramento Street driveway will provide access the ground level and above-grade level of the on-site parking garage. It is proposed to serve the parking spaces located on the ground level, which are associated with the restaurant and retail components of the Project, and the parking spaces located on the above-grade level, which are associated with the office component of the Project. The Sacramento Street driveway is proposed to accommodate full vehicular access (i.e., left-turn and right-turn ingress and egress turning movements).

3.3 Pedestrian and Bicycle Project Site Access

Proposed pedestrian access to the Project Site will be provided via Bay Street and Mateo Street. The Project will provide access locations to ensure pedestrian safety in compliance with City standards (e.g., provide sidewalks, and crosswalks, and other pedestrian traffic controls). Separate pedestrian entrances would provide access from the nearby public transit stops, as well as other amenities along the major corridors.

Proposed bicycle access to the Project Site will also be provided via Bay Street and Mateo Street. The Project will provide bicycle parking on-site for residents, visitors, and commercial employees of the Project. Bicycle parking spaces would be installed in compliance with the *Bicycle Parking Ordinance, Los Angeles Municipal Code* (City of Los Angeles, March 27, 2018) (LAMC) Section 12.21 A16(a)(2).

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Regional access to the Project site is provided by the I-10 (Santa Monica) Freeway, US-101 (Hollywood) Freeway, and I-5 (Santa Ana) Freeway. Brief descriptions of the I-10, US-101, and I-5 Freeways are provided in the following paragraphs.

I-10 (Santa Monica) Freeway is an east-west freeway connecting the City of Santa Monica with the City of Los Angeles and the municipalities of the San Gabriel Valley and San Bernardino County to the east. In the Project vicinity, four to five mixed-flow freeway lanes are generally provided in each direction on the I-10 Freeway, with auxiliary merge/weave lanes provided between some interchanges. Eastbound and westbound ramps are provided at Santa Fe Avenue on the I-10 Freeway in the Project study area.

US-101 (Hollywood) Freeway is a north-south freeway that extends across Northern and Southern California. In the Project vicinity, three mixed-flow freeway lanes are generally provided on the US-101 Freeway, with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are provided at 4th Street and 7th Street on the US-101 Freeway within the Project study area.

I-5 (Santa Ana) Freeway is a north-south freeway that extends across Northern and Southern California. In the Project vicinity, five mixed-flow freeway lanes are generally provided in each direction on the I-5 Freeway, with auxiliary merge/weave lanes provided between some interchanges. Northbound and southbound ramps are generally provided at 4th Street and 7th Street on the I-5 Freeway within the Project study area.

4.2 Local Roadway System

Immediate access to the Project site is provided via Bay Street and Sacramento Street. The following study intersections were selected in consultation with LADOT staff for analysis of potential impacts due to the proposed Project:

1. Central Avenue / 7th Street
2. Alameda Street / 6th Street
3. Alameda Street / 7th Street
4. Alameda Street / 8th Street
5. Alameda Street / Olympic Boulevard
6. Mateo Street / 6th Street
7. Mateo Street / 7th Street

8. Mateo Street / Olympic Boulevard

9. Santa Fe Avenue / 7th Street

10. Santa Fe Avenue / 8th Street

11. Santa Fe Avenue / Porter Street

12. Santa Fe Avenue / Olympic Boulevard

All 12 intersections selected for analysis are presently controlled by traffic signals. The existing lane configurations at the study intersections are displayed in ***Figure 4–1***.

4.3 Roadway Descriptions

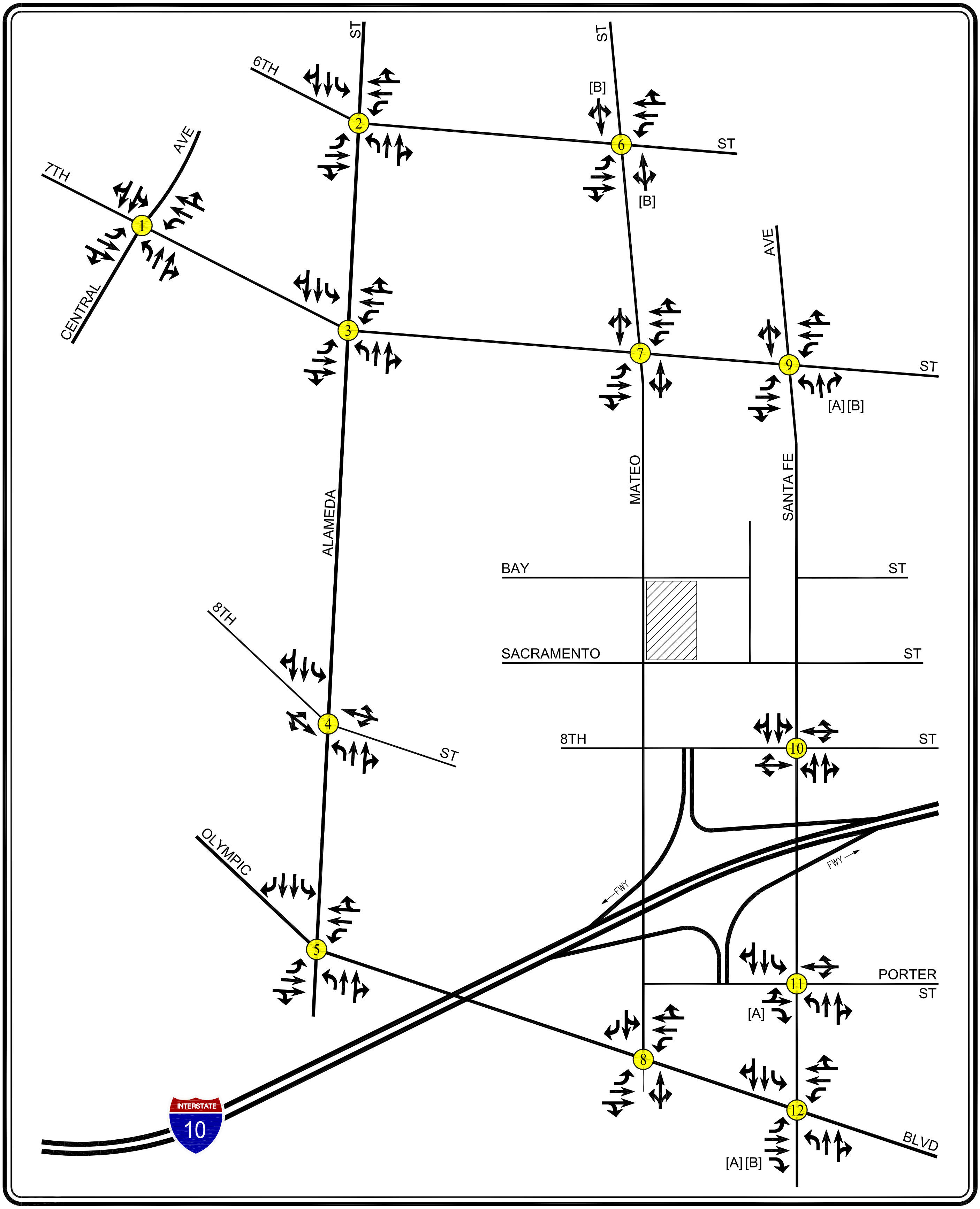
A brief description of the roadways in the Project vicinity is provided in the following paragraphs.

Central Avenue is a north-south oriented roadway located west of the Project site. Within the Project study area, Central Avenue is designated as an Avenue I north of 11th Street, and as a Avenue II south of 11th Street by the City of Los Angeles. Two through travel lanes are generally provided in each direction on Central Avenue within the Project study area. Separate exclusive left-turn lanes are provided on Central Avenue at major intersections. Central Avenue is posted for a speed limit of 35 miles per hour in the Project study area.

Alameda Street is a north-south oriented roadway located west of the Project site. Within the Project study area, Alameda Street is designated as an Avenue I by the City of Los Angeles. Two through travel lanes are generally provided in each direction on Alameda Street within the Project study area. Separate exclusive left-turn lanes are provided on Alameda Street at major intersections. A separate exclusive right-turn lane is provided in the southbound direction on Alameda Street at the Olympic Boulevard intersection. Alameda Street is posted for a speed limit of 35 miles per hour in the Project study area.

Mateo Street is a north-south oriented roadway that borders the Project site to the west. Within the Project study area, Mateo Street is designated as an Avenue III north of Olympic Boulevard, and as a Collector Street south of Olympic Boulevard by the City of Los Angeles. One through travel lane is generally provided in each direction on Mateo Street within the Project study area. There is no speed limit posted on Mateo Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Santa Fe Avenue is a north-south oriented roadway located east of the Project site. Within the Project study area, Santa Fe Avenue is designated as an Avenue II by the City of Los Angeles. One to two through travel lanes are generally provided in each direction on Santa Fe Avenue within the Project study area. Separate exclusive left-turn lanes are provided on Santa Fe Avenue at major intersections. A separate exclusive right-turn lane is provided in the



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PROJECT SITE STUDY INTERSECTION

NOTE: ALL STUDY INTERSECTIONS ARE SIGNALIZED

[A] = RIGHT-TURN OVERLAP

[B] = NO RIGHT-TURN ON RED

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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northbound direction on Santa Fe Avenue at the 7th Street intersection. Santa Fe Avenue is posted for a speed limit of 30 miles per hour in the Project study area.

6th Street is an east-west oriented roadway that is located north of the Project site. Within the Project study area, 6th Street is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are generally provided in each direction on 6th Street within the Project study area. Separate exclusive left-turn lanes are provided on 6th Street at major intersections. 6th Street is posted for a speed limit of 35 miles per hour within the Project study area.

7th Street is an east-west oriented roadway that is located north of the Project site. Within the Project study area, 7th Street is designated as an Avenue II by the City of Los Angeles. Two through travel lanes are generally provided in each direction on 7th Street within the Project study area. Separate exclusive left-turn lanes are provided on 7th Street at major intersections. 7th Street is posted for a speed limit of 25 miles per hour speed limit west of Alameda Street, and a speed limit of 35 miles per hour speed limit east of Alameda Street within the Project study area.

Bay Street is an east-west oriented roadway that borders the Project site to the north. Within the Project study area, Bay Street is designated as a Collector Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Bay Street within the Project study area. There is no speed limit posted on Bay Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Sacramento Street is an east-west oriented roadway that borders the Project site to the south. Within the Project study area, Sacramento Street is designated as a Collector Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Sacramento Street within the Project study area. There is no speed limit posted on Sacramento Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

8th Street is an east-west oriented roadway that is located south of the Project site. Within the Project study area, 8th Street is designated as an Avenue II west of Market Court, as a Private Street between Market Court and Alameda Street, and as a Collector Street east of Alameda Street by the City of Los Angeles. One through travel lane is generally provided in each direction on 8th Street within the Project study area. There is no speed limit posted on 8th Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Porter Street is an east-west oriented roadway that is located south of the Project site. Within the Project study area, Porter Street is designated as a Collector Street by the City of Los Angeles. One through travel lane is generally provided in each direction on Porter Street within the Project study area. There is no speed limit posted on Porter Street within the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed, consistent with the State of California Vehicle Code.

Olympic Boulevard is an east-west oriented roadway that is located south of the Project site. Within the Project study area, Olympic Boulevard is designated as an Avenue I by the City of Los Angeles. Two through travel lanes are generally provided in each direction on Olympic Boulevard within the Project study area. Separate exclusive left-turn lanes are provided on Olympic Boulevard at major intersections. A separate exclusive right-turn lane is provided in the eastbound direction on Olympic Boulevard at the Santa Fe Avenue intersection. Olympic Boulevard is posted for a 35 miles per hour speed limit within the Project study area.

4.4 Public Transit Services

Public transit service within the Project study area is currently provided by the Los Angeles County Metropolitan Transit Authority (Metro). A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–1***. The existing public transit routes in the Project site vicinity are illustrated in ***Figure 4–2***. The Project site is located approximately 1.5 miles south of the Metro Gold Line Little Tokyo /Arts District station.

Public bus/rail transit service within the Project study area will also be improved with the Metro Regional Connector project, which will be a 1.9-mile underground light-rail system that will extend from the Metro Gold Line Little Tokyo / Arts District Station to the 7th Street / Metro Center Station. The Regional Connector will improve access to both local and regional destinations by providing continuous thru service between the Gold, Blue, Expo, Red, and Purple Lines and providing connectors to other rail lines via the 7th Street / Metro Center Station. Three new transit stations will be developed in conjunction with the Metro Regional Connector. Completion and opening of the Metro Regional Connector is planned for the year 2021.

The West Santa Ana Branch Transit Corridor project will also improve transit operations within the Project Study Area. The West Santa Ana Branch Transit Corridor will be a new 20-mile light rail transit line that would connect downtown Los Angeles to southeast Los Angeles County. The transit line is expected to provide a direct connection to the Green Line, Blue Line and the Los Angeles County regional transit network. Although there are still a few alternatives for the line once it runs through Downtown LA, the route from Cerritos to the Arts District South station at Alameda Street / 7th Street has no alternatives. The West Santa Ana Branch Transit Corridor project is anticipated to break ground in 2022.

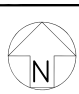
FASTLinkDTLA is the recently established Transportation Management Organization (TMO) in Downtown Los Angeles that will improve public transit service in the area. TMOs provide employees, businesses, and visitors of an area with resources to increase the amount of trips taken by transit, walking, bicycling, carpooling, and other alternative modes. Similarly, FASTLinkDTLA will educate travelers destined to the area about travel options other than personal vehicles, which include transit, microtransit, vanpools, carsharing, walking and biking to optimize mobility. FASTLinkDTLA will also provide group rate and low-income discount travel passes. In addition, FASTLinkDTLA has developed a rideshare program called FlexLA to provide an affordable microtransit option for travelers when public transit service is less frequent in the evening hours.

Table 4-1
EXISTING PUBLIC TRANSIT ROUTES [1]

25-Feb-19

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES DURING PEAK HOUR DIR	AM	PM
Metro 18	Wilshire/Western Station to Downtown Los Angeles/Montebello (via 6th Street & Whittier Boulevard)	6th Street	EB WB	6 6	7 10
Metro 53	Downtown Los Angeles to California State University Dominguez Hills (via Central Avenue)	Central Avenue	NB SB	10 4	5 8
Metro 60	Downtown Los Angeles to Artesia Station (via Long Beach Boulevard)	7th Street	NB SB	10 7	10 9
Metro 62	Downtown Los Angeles to Hawaiian Gardens (via Telegraph Road)	6th Street	EB WB	2 3	2 3
Metro 66	Wilshire Center to Downtown Los Angeles/Montebello (via 8th Street & Olympic Boulevard)	Olympic Boulevard	EB WB	8 3	4 6
Metro Rapid 720	Santa Monica to Downtown Los Angeles/Commerce (via Wilshire Boulevard & Whittier Boulevard)	6th Street	EB WB	3 6	6 3
Metro Rapid 760	Downtown Los Angeles to Long Beach Boulevard Station (via Long Beach Boulevard & Pacific Boulevard)	7th Street	NB SB	5 4	5 4
			Total	**77**	**82**

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro) website, 2019.



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SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY
★ PROJECT SITE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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5.0 TRAFFIC COUNTS

Upon coordination with LADOT staff, conducting new manual traffic counts of vehicular turning movements was not recommended at 11 of the 12 study intersections due to the Sixth Street Viaduct Replacement Project and resulting changes in the localized traffic flow patterns within the Project study area during the long-term construction period. Therefore, traffic counts at the 11 of the 12 study intersections are derived from traffic count data conducted prior to the 6th Street bridge closure on file at LADOT. The Sixth Street bridge replacement is expected to be operational by the end of 2020. New manual traffic counts of vehicular turning movements were conducted on Thursday, February 7, 2019 at the Alameda Street / 8th Street intersection (Study Intersection No. 4) during the weekday morning and afternoon commuter periods to determine the peak hour traffic volumes. The manual traffic counts at all 12 of the study intersections were conducted from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM to determine the respective peak hour traffic volumes.

As noted in ***Appendix A***, traffic counts at 11 of the 12 study intersections were conducted in either 2013 or 2014. To represent year 2019 conditions (the year of commencement of the traffic analysis), the traffic count data were increased by a 1.0% annual traffic growth rate through the year 2019. The 1.0% traffic growth rate is conservatively assumed for development projects in the Downtown Los Angeles area for purposes of estimating local traffic growth in future years. Further discussion of the annual traffic growth rate is provided in Section 6.0.

The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in ***Table 5–1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5–1*** and ***5–2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in *Appendix A.*

Table 5-1
EXISTING TRAFFIC VOLUMES [1]

26-Feb-19

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME [2]	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME [2]
1	Central Avenue / 7th Street	04/23/2013	NB SB EB WB	8:00	641 907 419 1,015	5:00	1,026 659 990 642
2	Alameda Street / 6th Street	04/22/2014	NB SB EB WB	8:00	775 916 399 854	5:00	1,054 848 961 365
3	Alameda Street / 7th Street	01/15/2014	NB SB EB WB	7:30	840 1,187 457 896	5:00	1,006 879 987 634
4	Alameda Street / 8th Street	02/07/2019	NB SB EB WB	7:15	953 881 199 158	3:45	647 1,090 86 61
5	Alameda Street / Olympic Boulevard	03/20/2013	NB SB EB WB	9:00	1,068 1,031 1,042 903	5:00	1,089 1,079 1,499 992
6	Mateo Street / 6th Street	06/17/2014	NB SB EB WB	7:00	115 227 281 873	5:00	214 191 910 269
7	Mateo Street / 7th Street	01/15/2014	NB SB EB WB	7:30	235 265 454 908	5:00	334 201 962 480
8	Mateo Street / Olympic Boulevard	04/10/2014	NB SB EB WB	7:30	8 524 600 1,068	5:00	8 477 1,134 728
9	Santa Fe Avenue / 7th Street	06/17/2014	NB SB EB WB	8:00	514 181 450 1,026	5:00	603 348 909 583
10	Santa Fe Avenue / 8th Street	01/15/2014	NB SB EB WB	7:45	821 575 361 32	4:45	739 728 452 27
11	Santa Fe Avenue / Porter Street	01/15/2014	NB SB EB WB	7:45	1,032 758 713 138	4:30	1,074 945 288 185
12	Santa Fe Avenue / Olympic Boulevard	04/10/2014	NB SB EB WB	7:30	1,048 1,278 684 1,168	5:00	1,464 1,289 1,251 802

[1] National Data & Surveying Services and Counts Unlimited, Inc.
[2] Note: Volumes conducted prior to existing year 2019 were increased using an ambient growth rate of 1.0%.

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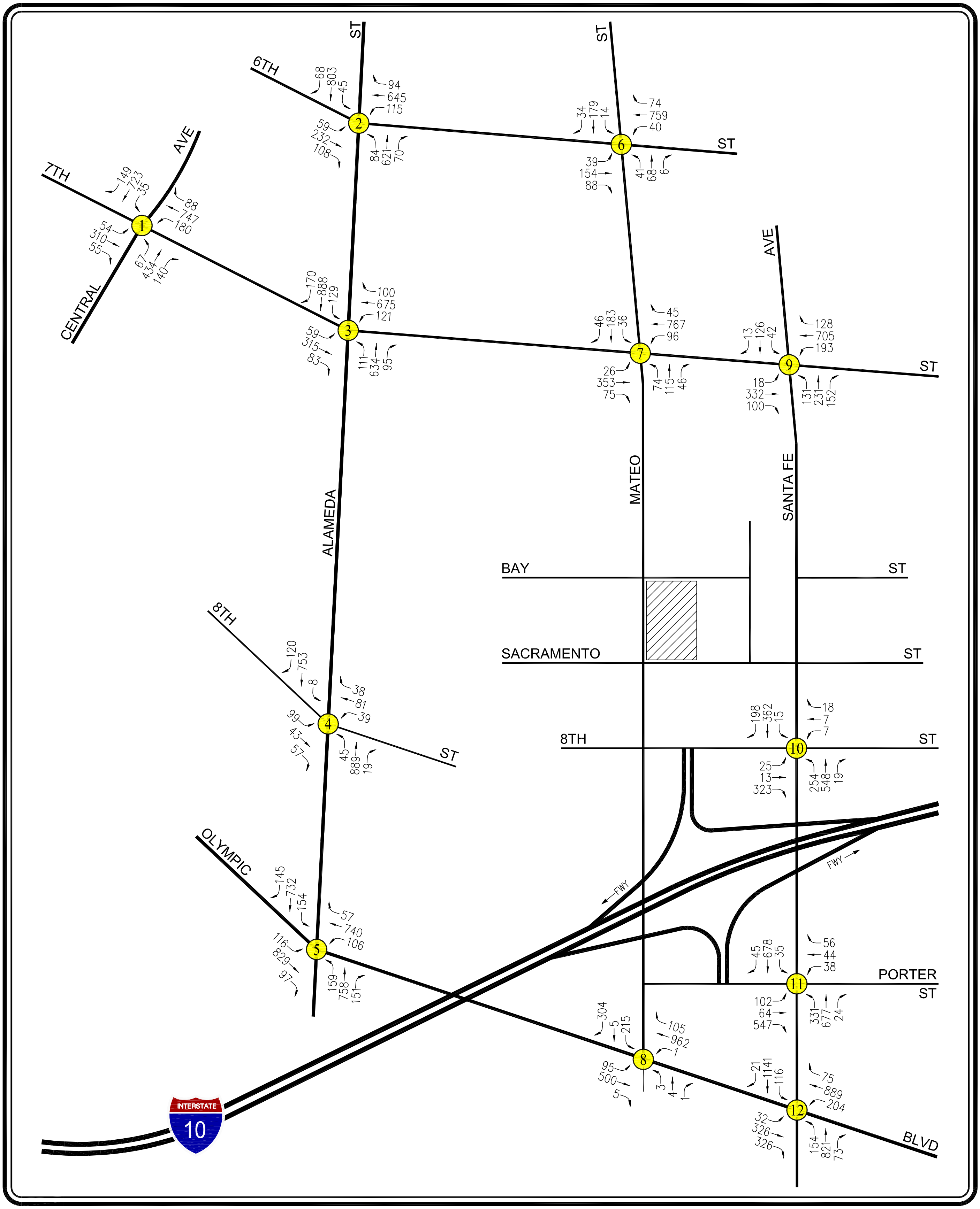

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★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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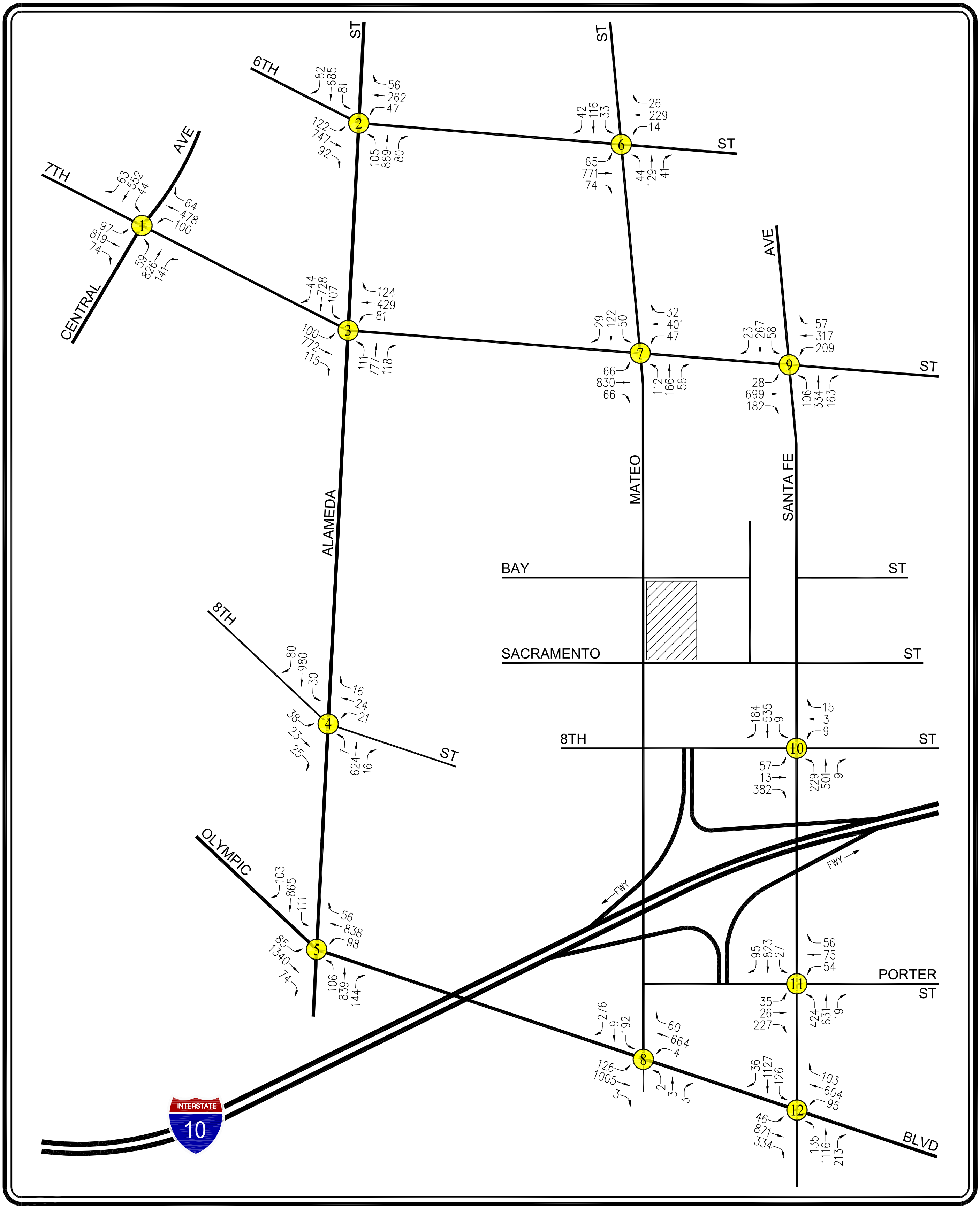

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR
1024 MATEO STREET MIXED-USE PROJECT

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-Project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-Project traffic volumes as it incorporates both the "A" and "B" options outlined in CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed 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 proposed 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 and the City of Los Angeles Department of Planning. The list of related projects in the Project site area is presented in ***Table 6–1***. The location of the related projects is shown in ***Figure 6–1***.

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*[3]. 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 6–1*. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6–2*** and ***6–3***, respectively.

[3] Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

21-Feb-19

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA: LAND-USE	LAND USE DATA: SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
1	Bus Maintenance & Inspection Facility	Under Construction	454 E. Commercial Street	Bus Facility	2 Acres		nom.	22	8	30	9	1	10
2	Boyle Heights Mixed-Use Project	Proposed	2901 E. Olympic Boulevard	Apartments Shopping Center Day Care Center Office Medical-Dental Office Library Community Room Passive Open Space Active Open Space	4,400 DU 135-185 KSF 15 KSF 75-125 KSF 25 KSF 15 KSF 10 KSF 6 Acres 4 Acres	[3]	19,382	463	1,044	1,507	1,123	804	1,927
3	LA Civic Center Office	Under Construction	150 N. Los Angeles Street	Office Retail Child Care Center	712,500 GSF 35,000 GSF 2,500 GSF		13,534	930	118	1,048	435	942	1,377
4	Broadway Palace	Under Construction	928 S. Broadway	Apartments Live-Work Apartments Retail	667 DU 17 DU 58,700 GSF		4,715	21	229	250	272	109	381
5	2053 E. 7th Street Hotel Project	Proposed	2053 E. 7th Street	Hotel	53,350 GSF		476	19	15	34	23	17	40
6	Santa Fe Freight Yard Redevelopment	Under Construction	950 E. 3rd Street	Apartments Retail School	635 DU 30,062 GSF 532 Students		6,372	162	177	339	245	213	458
7	ISAF - Mixed-Use Project	Proposed	201 S. Broadway	Retail/Restaurant	27,765 GSF		1,638	(40)	(41)	(81)	53	17	70
8	The City Market of Los Angeles	Proposed	1041-1057 S. San Pedro Street	Apartments Condominiums Shopping Center Cinema Office Hotel	877 DU 68 DU 224,862 GSF 744 Seats 549,141 GSF 210 Rooms	[4]	16,433	837	434	1,271	632	957	1,589
9	Perla on Broadway	Under Construction	400 S. Broadway	Apartments Retail Bar	450 DU 6,904 GSF 5,000 GSF		3,292	50	187	237	193	112	305
10	Camden Arts Mixed-Use Project	Proposed	1525 E. Industrial Street	Apartments Creative Office Retail Restaurant	328 DU 27,300 GSF 6,400 GSF 5,700 GSF	[5]	2,288	58	73	131	86	69	155
11	SB Omega Mixed-Use Project	Proposed	601 S. Main Street	Condominiums Retail	452 DU 25,000 GSF		2,686	36	144	180	152	87	239
12	2051 E. 7th Street Mixed-Use Project	Under Construction	2051 E. 7th Street 695 S. Santa Fe Avenue	Apartments Retail Restaurant	320 DU 15,000 GSF 5,000 GSF		2,310	17	127	144	145	64	209
13	8th and Spring Residential Project	Under Construction	737-755 S. Spring Street	Apartments Pharmacy/Drugstore	320 DU 25,000 GSF	[6]	3,942	72	141	213	167	116	283
14	401 E. 7th Street Residential Project	Proposed	401 E. 7th Street	Affordable Housing	99 DU		404	20	30	50	19	15	34
15	Sears Mixed-Use Project	Proposed	2650 E. Olympic Boulevard	Apartments Retail High-Turnover Restaurant Office	1,000 DU 34,000 GSF 46,000 GSF 230,000 GSF		12,247	498	477	975	599	539	1,138

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA: LAND-USE	LAND USE DATA: SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
16	826 S. Mateo Street Mixed-Use Project	Proposed	826 S. Mateo Street	Live-Work Condominiums Retail Restaurant	90 DU 11,000 GSF 5,600 GSF		1,267	11	34	45	62	39	101
17	Palmetto & Mateo Retail Project	Under Construction	555 S. Mateo Street	Retail	153,000 GSF		4,300	5	30	35	220	205	425
18	Ford Factory Building	Under Construction	2030 E. 7th Street	Office Retail	243,000 GSF 40,000 GSF		2,306	274	34	308	69	249	318
19	Equity Residential Mixed-Use Project	Proposed	340 S. Hill Street	Apartments Affordable Housing Office Quality Restaurant	406 DU 22 DU 2,980 GSF 2,630 GSF		2,253	36	129	165	133	75	208
20	540 S. Santa Fe Avenue Office Project	Proposed	540 S. Santa Fe Avenue	Office	89,825 GSF		726	90	12	102	17	81	98
21	360 S. Alameda Street Mixed-Use Project	Proposed	360 S. Alameda Street	Apartments Restaurant Creative Office	52 DU 2,400 GSF 6,900 GSF	[5]	670	25	33	58	35	26	61
22	Lotus 77	Under Construction	118 S. Astronaut E.S. Onizuka Street	Apartments	77 DU		97	(1)	20	19	19	6	25
23	Clinic at 7th & Wall	Under Construction	649 S. Wall Street	Medical Office Assisted Living	66 Employees 55 Beds		104	24	5	29	3	24	27
24	Metro Emergency Security Operations Center (ESOC)	Proposed	410 N. Center Street	Office	110,000 GSF	[7]	1,165	87	0	87	0	79	79
25	Medallion Phase 2	Proposed	300-306 S. Main Street	Apartments High-Turnover Restaurant Retail	471 DU 27,780 GSF 5,190 GSF		4,691	143	243	386	257	153	410
26	400 S. Alameda Street Mixed-Use Project	Proposed	400 S. Alameda Street	Hotel Restaurant Specialty Retail	66 Rooms 2,130 GSF 840 GSF	[8]	512	20	19	39	23	14	37
27	719 E. 5th Street Mixed-Use Project	Proposed	719 E. 5th Street	Apartments Retail	160 DU 7,500 GSF		1,033	15	58	73	59	36	95
28	2130 E. Violet Street Mixed-Use Project	Proposed	2130 E. Violet Street	Office Retail Restaurant	94,000 GSF 3,500 GSF 4,000 GSF		1,351	137	30	167	39	122	161
29	Challenge Cream & Butter Building Exclusive Club	Approved	929 E. 2nd Street	Retail Private Retail Private Event Space Private Drinking Place Private Office Private Health Club Private Movie Theater	36,955 GSF 1,024 GSF 8,157 GSF 10,784 GSF 45,759 GSF 6,378 GSF 49 Seats		2,153	68	12	80	105	96	201
30	633 Spring Street Hotel Project	Proposed	633 S. Spring Street	Hotel Quality Restaurant Bar/Lounge Conference Space	176 Rooms 8,430 GSF 5,290 GSF 1,200 GSF	[9]	2,045	83	33	116	97	99	196
31	1800 E. 7th Street Mixed-Use Project	Proposed	1800 E. 7th Street	Apartments Retail Restaurant	122 DU 3,245 GSF 4,605 GSF		1,536	42	74	116	74	46	120

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA: LAND-USE	LAND USE DATA: SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]: IN	AM PEAK HOUR VOLUMES [2]: OUT	AM PEAK HOUR VOLUMES [2]: TOTAL	PM PEAK HOUR VOLUMES [2]: IN	PM PEAK HOUR VOLUMES [2]: OUT	PM PEAK HOUR VOLUMES [2]: TOTAL
32	1722 E. 16th Street Restaurant Project	Proposed	1722 E. 16th Street	Restaurant	8,515 GSF		592	(4)	2	(2)	36	11	47
33	668 S. Alameda Street Mixed-Use Project	Proposed	668 S. Alameda Street 1562 Industrial Street	Live-Work Apartments Live-Work Office Specialty Retail Office Restaurant Supermarket	475 DU 25,200 GSF 17,500 GSF 7,900 GSF 16,300 GSF 15,300 GSF	[10]	4,002	107	182	289	216	145	361
34	Broadway Lofts	Approved	955 S. Broadway	Apartments Retail	201 DU 6,000 GSF		1,275	21	72	93	74	43	117
35	Alexan South Broadway	Proposed	850 S. Hill Street	Apartments Retail Restaurant	305 DU 3,499 GSF 3,500 GSF	[11]	1,998	29	108	137	117	67	184
36	433 S. Main Street Mixed-Use Project	Proposed	433 S. Main Street	Condominiums Retail Coffee Shop	196 DU 5,300 GSF 900 GSF		1,450	32	72	104	61	37	98
37	520 S. Mateo Street Mixed-Use Project	Proposed	520 S. Mateo Street	Apartments Office Retail Restaurant Museum	600 DU 110,000 GSF 15,000 GSF 15,000 GSF 10,000 GSF		4,995	157	220	377	274	223	497
38	1100 S. Main Street Mixed-Use Project	Proposed	1100 S. Main Street	Apartments Retail	379 DU 25,810 GSF		385	9	103	112	78	14	92
39	755 S. Los Angeles Street Mixed-Use Project	Proposed	755 S. Los Angeles Street	Retail Office Quality Restaurant	16,694 GSF 60,243 GSF 26,959 GSF		2,482	110	57	167	105	100	205
40	Tribune (LA Times) South Tower Project	Under Construction	222 W. 2nd Street	Apartments Office Retail	107 DU 534,044 GSF 7,200 GSF		4,006	467	93	560	118	423	541
41	Times Mirror Square Mixed-Use Project	Proposed	100 S. Broadway	Apartments Office Supermarket Quality Restaurant High-Turnover Restaurant	1,127 DU 285,088 GSF 50,000 GSF 22,200 GSF 53,389 GSF		8,535	94	341	435	294	38	332
42	Fifth & Hill Center Mixed-Use Project	Proposed	333 W. 5th Street	Condominiums Hotel Restaurant/Bar Meeting Space	100 DU 200 Rooms 27,500 GSF 4,500 GSF		3,358	64	72	136	201	129	330
43	Arts District Center	Proposed	1101-1129 E. 5th Street 445 S. Colyton Street	Apartments Retail Restaurant Hotel Art Gallery Art School	129 DU 26,979 GSF 31,719 GSF 113 Rooms 10,341 GSF 2,430 GSF		4,674	130	140	270	157	69	226
44	330 S. Alameda Street Mixed-Use Project	Proposed	330 S. Alameda Street	Apartments Retail Creative Office	186 DU 11,925 GSF 10,415 GSF		1,662	36	76	112	91	65	156

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA: LAND-USE	LAND USE DATA: SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM OUT	AM TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM OUT	PM TOTAL
45	Southern California Flower Market Project	Proposed	709-755 S. Wall Street	Office Apartments Retail High-Turnover Restaurant Event Space	53,200 GSF 323 DU 4,400 GSF 4,420 GSF 125 Persons		2,499	112	79	191	164	141	305
46	Little Tokyo Galleria Mixed-Use Project	Proposed	333 S. Alameda Street	Apartments Retail	994 DU 99,000 GSF		8,445	134	260	394	390	329	719
47	4th & Hewitt Mixed-Use Project	Proposed	401-405 S. Hewitt Street	Office Retail Restaurant	255,514 GSF 4,970 GSF 9,936 GSF		3,493	365	76	441	100	324	424
48	6th & Alameda Mixed-Use Project	Proposed	1206-1278 E. 6th Street 640 S. Alameda Street	Apartments Hotel Condominiums Quality Restaurant High-Turnover Restaurant Retail Office Art Museum School	1,305 DU 412 Rooms 431 DU 22,639 GSF 22,639 GSF 82,332 GSF 253,514 GSF 22,429 GSF 300 Students		15,167	474	624	1,098	758	692	1,450
49	527 S. Colyton Street Mixed-Use Project	Proposed	527 S. Colyton Street	Apartments Affordable Housing Retail Production Space	275 DU 35 DU 11,375 GSF 11,736 GSF		2,095	36	116	152	121	74	195
50	609 E. 5th Street Residential Project	Proposed	609 E. 5th Street	Apartments	151 DU		1,004	15	62	77	61	33	94
51	713 E. 5th Street Residential Project	Proposed	713 E. 5th Street	Apartments	51 DU		208	15	10	25	9	8	17
52	Hewitt & 4th Mixed-Use Project	Proposed	940 E. 4th Street	Apartments Office Retail	93 DU 6,000 GSF 14,248 GSF		788	14	37	51	44	31	75
53	Terasaki Budokan	Under Construction	237-249 S. Los Angeles Street	Sports Complex	43,453 GSF		1,869	79	50	129	161	98	259
54	1000 S. Santa Fe Avenue Mixed-Use Project	Under Construction	1000 S. Santa Fe Avenue	Market Health Club Restaurant	14,193 GSF 6,793 GSF 10,065 GSF		966	36	38	74	49	20	69
55	640 S. Santa Fe Avenue Mixed-Use Project	Proposed	640 S. Santa Fe Avenue	Office Retail Restaurant	91,185 GSF 9,430 GSF 6,550 GSF		1,330	90	8	98	43	114	157
56	Hillcrest Mixed-Use Project	Under Construction	1745 E. 7th Street	Apartments Retail	57 DU 6,000 GSF		635	10	25	35	34	23	57
57	CitizenM Hotel	Proposed	361 S. Spring Street	Hotel Meeting Space	315 Rooms 2,000 GSF		2,273	91	59	150	84	85	169
58	670 S. Mesquit Street Mixed-Use Project	Proposed	670 S. Mesquit Street	Apartments Hotel Retail Restaurant Event Space Gym Grocery Creative Office	308 DU 236 Rooms 79,240 GSF 89,576 GSF 93,617 GSF 62,148 GSF 56,912 GSF 944,055 GSF		26,489	1,513	451	1,964	698	1,316	2,014

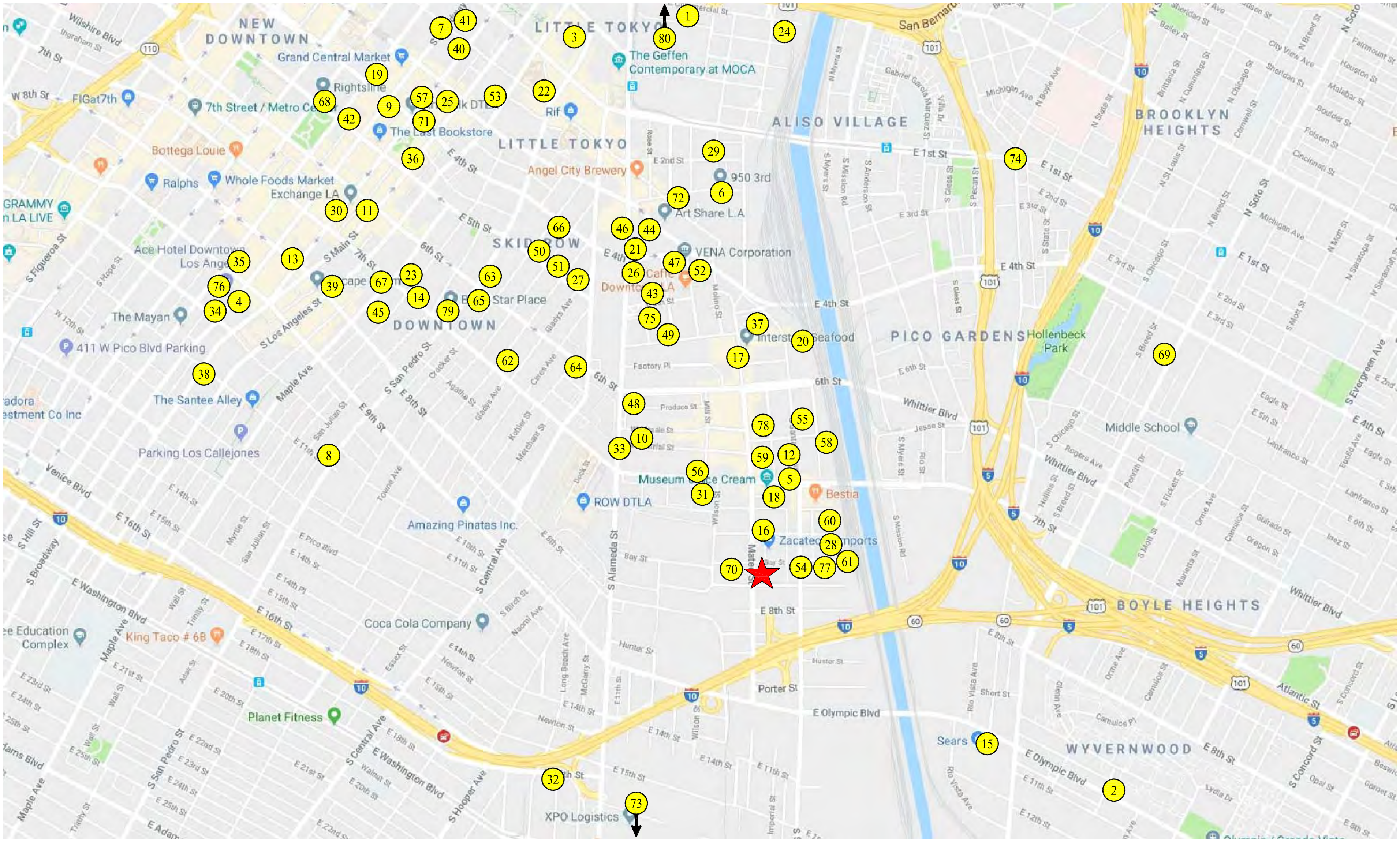
Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
59	676 Mateo Street Project	Proposed	676 S. Mateo Street	Live-Work Apartments Live-Work Office Restaurant Retail	185 DU 3,900 GSF 15,005 GSF 8,375 GSF	[12]	1,990	50	95	145	106	51	157
60	2143 E. Violet Street Mixed-Use Project	Proposed	2117-2143 E. Violet Street	Apartments Arts & Production Retail Office	320 DU 5,519 GSF 46,670 GSF 224,292 GSF		4,477	329	122	451	130	330	460
61	Hyperloop One HQ	Proposed	2159 E. Bay Street	Office Retail	203,670 GSF 18,330 GSF		2,029	194	30	224	57	192	249
62	LAMP Lodge	Proposed	656 S. Stanford Avenue	Apartments	82 DU		1,463	8	34	42	33	18	51
63	Weingart Towers (Affordable Housing)	Approved	554 S. San Pedro Street	Affordable Housing Retail Apartments Office Flexible Space	378 DU 1,758 GSF 4 GSF 4,410 GSF 5,932 GSF		2,186	107	138	245	96	88	184
64	930 E. 6th Street Mixed-Use Project	Proposed	930 E. 6th Street	Apartments Retail	236 DU 12,000 GSF		1,074	17	79	96	70	32	102
65	San Pedro Tower (Affordable Housing)	Proposed	600 S. San Pedro Street	Affordable Housing Apartments Office Commercial	298 DU 5 DU 16,773 GSF 3,136 GSF		636	38	25	63	30	37	67
66	508 E. 4th Street Residential Project	Proposed	508 E. 4th Street	Apartments	41 DU		167	8	12	20	8	6	14
67	7th & Maple Mixed-Use Project	Proposed	701-717 S. Maple Avenue	Apartments Retail Restaurant	452 DU 6,801 GSF 6,802 GSF		3,199	67	179	246	185	105	290
68	437 W. 5th Street Mixed-Use Project	Under Construction	437 W. 5th Street	Condominiums Restaurant	660 DU 13,742 GSF		4,707	71	273	344	279	158	437
69	443 S. Soto Street Charter School Project	Proposed	443 S. Soto Street	Charter School (K-5)	625 Students		277	131	112	243	32	25	57
70	SPR-Industrial Park	Proposed	1005 S. Mateo Street	Industrial Park	94,849 GSF		426	40	9	49	10	39	49
71	Banco Popular - Hellman Building	Under Construction	354 S. Spring Street	Apartments	212 DU		1,410	22	86	108	85	46	131
72	810 E. 3rd Street Mixed-Use Project	Under Construction	810 E. 3rd Street	Live-Work Apartments Drinking Place Quality Restaurant High Turnover Restaurant Retail	4 DU 3,047 GSF 285 GSF 209 GSF 6,171 GSF		1,487	37	32	69	87	48	135
73	Municipal Solid Waste Facility	Proposed	2001 E. Washington Boulevard	Industrial	187,000 GSF		3,578	(27)	18	(9)	8	(18)	(10)
74	ELACC/Bridge Housing Project	Proposed	100 S. Boyle Avenue	Affordable Housing Managers Unit Retail	43 DU 1 DU 8,000 GSF		537	14	17	31	19	19	38

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA: LAND-USE	LAND USE DATA: SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]: IN	AM: OUT	AM: TOTAL	PM PEAK HOUR VOLUMES [2]: IN	PM: OUT	PM: TOTAL
75	1100 E. 5th Street Project	Proposed	1100 E. 5th Street	Live-Work Apartments Live-Work Office Office Restaurant Retail	220 DU 4,350 GSF 15,671 GSF 19,609 GSF 9,250 GSF	[13]	2,583	79	119	198	133	74	207
76	920 S. Hill Street Mixed-Use Project	Proposed	920 S. Hill Street	Apartments Retail	239 DU 5,400 GSF		1,476	23	84	107	87	50	137
77	2110 Bay Street Mixed-Use Project	Proposed	2110 Bay Street	Apartments Commercial Creative Office	110 DU 43,657 GSF 113,350 GSF		2,394	180	63	243	89	192	281
78	641 Imperial Street Mixed-Use Project	Proposed	641 Imperial Street	Live-Work Apartments Office	140 DU 14,700 GSF		1,093	34	60	94	61	48	109
79	655 S. San Pedro Street Residential Project	Proposed	655 S. San Pedro Street	Apartments	81 DU		539	8	33	41	33	17	50
80	Alameda District Plan	Proposed	Union Station Terminal Annex	Apartments Office Retail Hotel Restaurant Museum	22 DU 7,443,200 GSF 645,000 GSF 750 Rooms 20,000 GSF 70,000 GSF		25,312	862	527	1,389	734	1,042	1,776
TOTAL							288,734	10,830	9,623	20,453	12,430	12,773	25,203

nom. = nominal
[1] Source: City of Los Angeles Department of Transportation Related Projects List and City of Los Angeles Department of City Planning Related Projects List.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: Traffic Impact Study for the Boyle Heights Mixed-Use Project, prepared by Fehr & Peers, July 2011.
[4] Source: Traffic Study for the City Market of Los Angeles, prepared by The Mobility Group, October 2013.
[5] Source: Traffic Study for the Camden Arts Mixed-Use Project, prepared by The Mobility Group, August 2014.
[6] Source: Traffic Study for 8th and Spring Residential, prepared by LSA Associates, October 2014.
[7] Source: Traffic Study for Metro Emergency Security Operations Center (ESOC), prepared by AECOM, August 2015.
[8] Source: Technical Memorandum for 400 S. Alameda Hotel Project, prepared by Linscott, Law, & Greenspan, Engineers, November 2015.
[9] Source: Traffic Study for 633 Spring Street Hotel Project, prepared by The Mobility Group, April 2016.
[10] Source: Transportation Impact Study for the 668 South Alameda Street Mixed-Use Project, prepared by Gibson Transportation Consulting, Inc., March 2017.
[11] Source: Supplemental Traffic Review Memorandum for 850. S. Hill Street Project, prepared by The Mobility Group, January 2016.
[12] Source: Traffic Study Memorandum of Understanding for the 676 Mateo Stree Project, prepared by Linscott, Law, & Greenspan, Engineers, 2017.
[13] Source: Traffic Study Memorandum of Understanding for 1100 E. 5th Street Project, prerpared by Linscott, Law, & Greenspan, Engineers, 2017.



NOT TO SCALE

MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
(XX) RELATED PROJECT

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

1024 MATEO STREET MIXED-USE PROJECT

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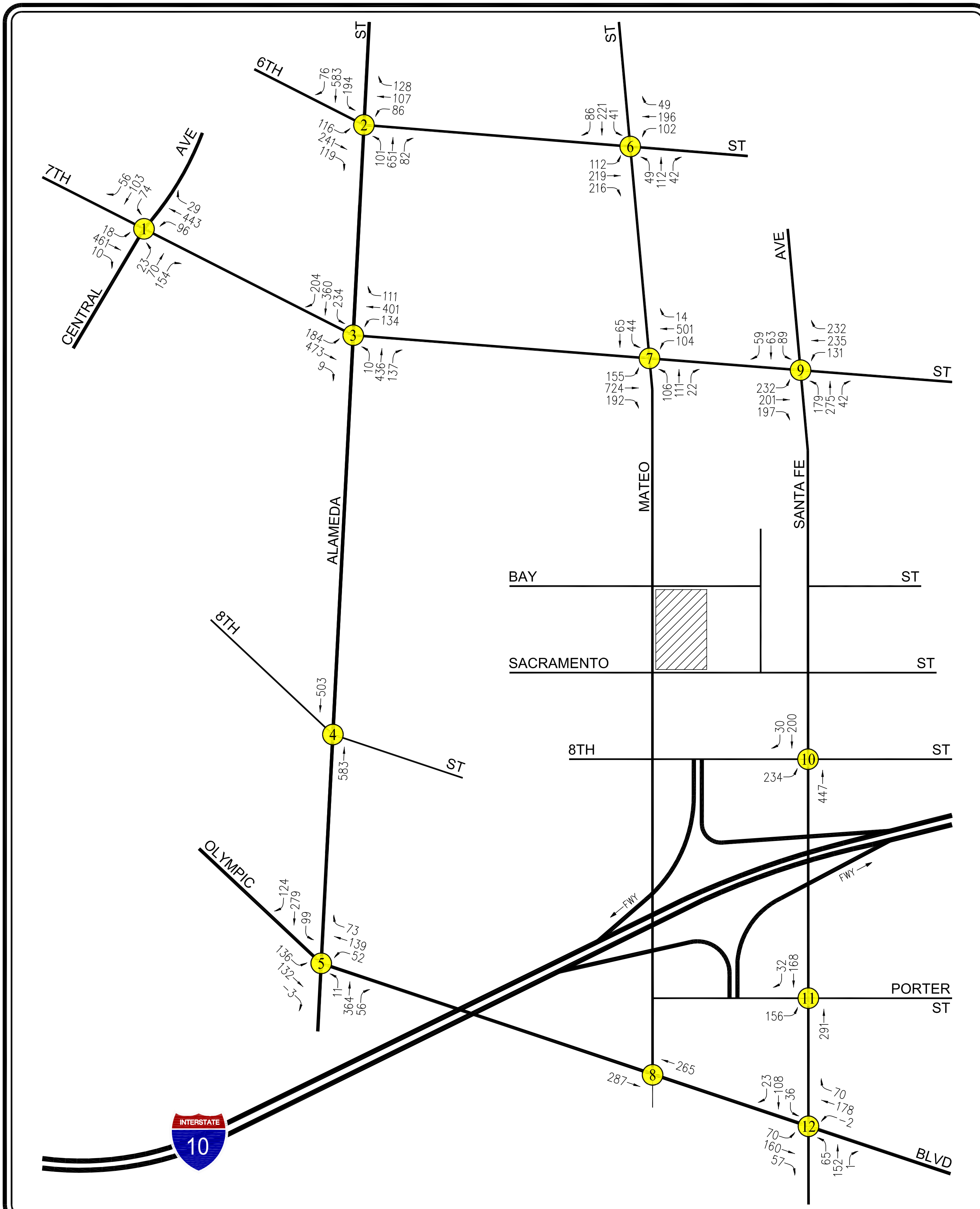

PROJECT SITE
STUDY INTERSECTION

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
1024 MATEO STREET MIXED-USE PROJECT

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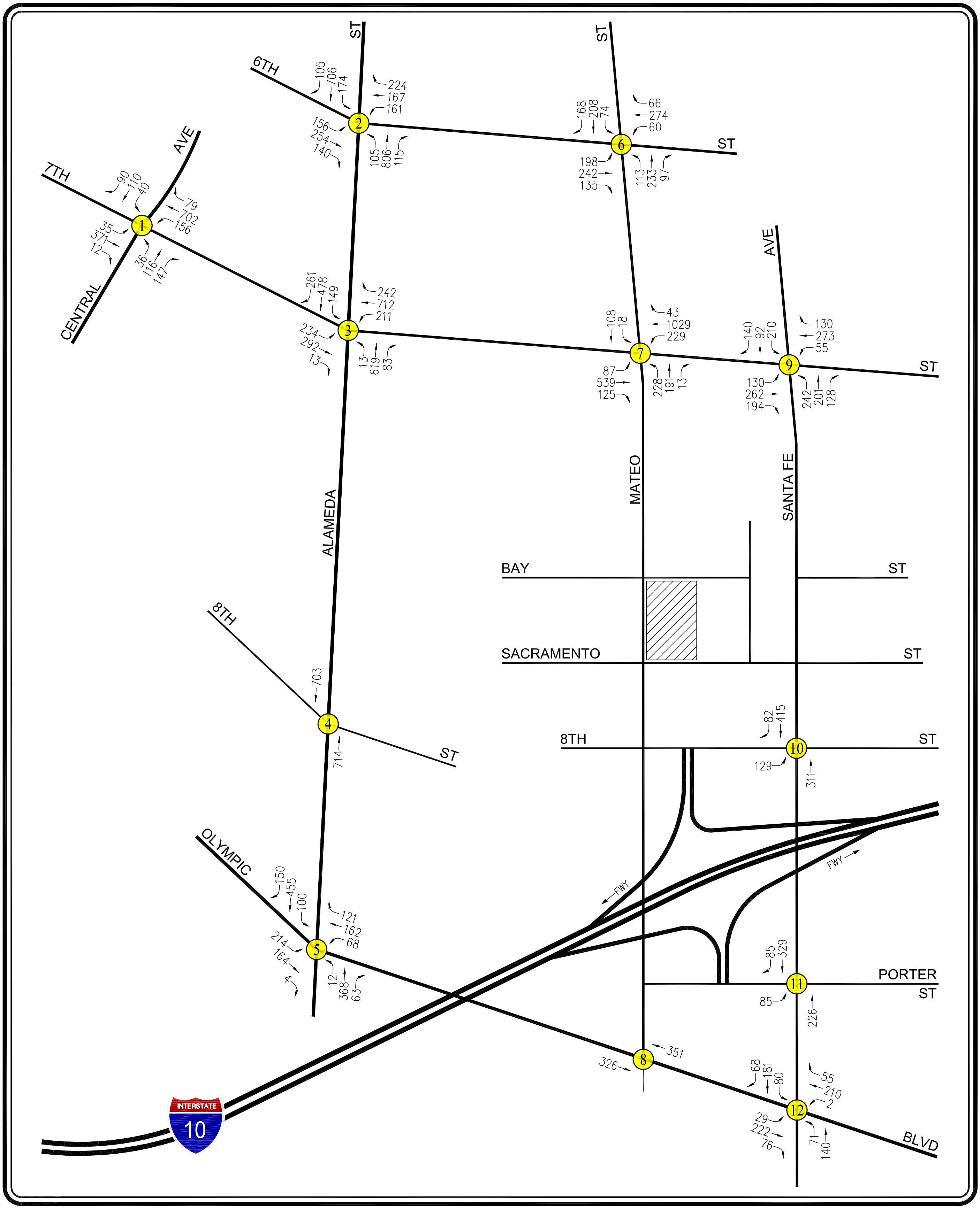

★ PROJECT SITE

(XX) STUDY INTERSECTION

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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.2 Ambient Traffic Growth Factor

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 the year 2023 (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 Downtown Los Angeles area, it is anticipated that the existing traffic volumes are expected to increase at an annual rate of less than 0.10% per year between the years 2015 and 2020. 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.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the Project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound Project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the proposed Project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast Project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the Project's impacts identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Live-Work 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 live-work apartments component of the Project.

- Office: ITE Land Use Code 710 (General Office Building) trip generation average rates were used to forecast the traffic volumes expected to be generated by the live-work office and general office components of the Project. Based on the proposed live-work units, 15 units can provide sufficient office space (greater than 1,000 square feet, excluding outside balcony space). The minimum size of 150 square feet for the office portion of the live-work units was applied to the trip generation forecast to account for external trips related to the live-work office space.

- Restaurant: ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates were used to forecast the traffic volumes expected to be generated by the restaurant component of the Project.

- Retail: ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the retail component of the Project.

In addition to the trip generation forecasts for the proposed Project's land use components (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project site access points), an internal capture adjustment has been applied for the Project to account for the synergistic effects of the planned land use mix. Internal capture trips are those trips made internal to the site between land uses in a mixed or multi-use development. When combined within a mixed or multi-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. To account for the interaction between the residential, office, retail, and restaurant land uses, an internal capture adjustment of 20 percent has been utilized. The internal capture adjustment was determined in consultation with LADOT staff.

A forecast was also made of transit trips. The transit reduction is based on the site's proximity to various transit lines, as well as the land use characteristics of the Project. As shown in *Table 4–1* and *Figure 4–2*, the Project site is well served by public transit. A transit adjustment of 5 percent has been utilized.

Furthermore, an adjustment was made to the trip generation forecast based on the Project site's existing land use. The existing land use to be removed is a bus depot which provides 16,960 square feet of floor area. ITE Land Use Code 942 Automobile Care Center) trip generation average rates were used to estimate the trip reduction related to the removal of the existing use from the Project site.

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 roadways to the Project site include Bay Street, Sacramento Street, and Mateo Street. Based on the *LADOT Policy on Pass-By Trips*, a 20 percent pass-by reduction adjustment was applied to the restaurant land use component of the Project and a 50 percent pass-by reduction adjustment was applied to the retail land use component of the Project.

The trip generation forecast for the proposed Project was submitted for review and approval by LADOT staff. As presented in ***Table 7–1***, the proposed Project is expected to generate 166 net new vehicle trips (102 inbound trips and 64 outbound trips) during the AM peak hour. During the PM peak hour, the proposed Project is expected to generate 174 net new vehicle trips (73 inbound trips and 101 outbound trips). Over a 24-hour period, the proposed Project is forecast to generate 1,862 daily trips ends (approximately 931 inbound trips and 931 outbound trips) during a typical weekday.

Table 7-1
PROJECT TRIP GENERATION [1]

07-Mar-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL	PM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
Proposed Project								
Live-Work Apartments [3]	106 DU	776	11	38	49	37	22	59
Live-Work Office [4]	2,250 GSF	22	3	0	3	0	3	3
General Office [4]	92,740 GSF	903	93	15	108	17	90	107
Restaurant [5]	13,126 GSF	1,472	72	58	130	79	49	128
Retail [6]	13,979 GLSF	528	8	5	13	25	28	53
Subtotal		3,701	187	116	303	158	192	350
Transit Trips [7]								
Live-Work Apartments (5%)		(39)	(1)	(2)	(3)	(2)	(1)	(3)
Live-Work Office (5%)		(1)	0	0	0	0	0	0
General Office (5%)		(45)	(5)	(1)	(6)	(1)	(5)	(6)
Restaurant (5%)		(74)	(4)	(3)	(7)	(4)	(2)	(6)
Retail (5%)		(26)	0	0	0	(1)	(1)	(2)
Subtotal		(185)	(10)	(6)	(16)	(8)	(9)	(17)
Internal Capture [8]								
Live-Work Apartments (20%)		(147)	(2)	(7)	(9)	(7)	(4)	(11)
Live-Work Office (20%)		-	-	-	-	-	-	-
General Office (20%)		(172)	(18)	(3)	(21)	(3)	(17)	(20)
Restaurant (20%)		(280)	(14)	(11)	(25)	(15)	(9)	(24)
Retail (20%)		(100)	(2)	(1)	(3)	(5)	(5)	(10)
Subtotal		(699)	(36)	(22)	(58)	(30)	(35)	(65)
Subtotal Project Driveway Trips		**2,817**	**141**	**88**	**229**	**120**	**148**	**268**
Existing Site								
Bus Depot [9], [10]	(16,960) GSF	(530)	(25)	(13)	(38)	(25)	(28)	(53)
Subtotal Existing Driveway Trips		**(530)**	**(25)**	**(13)**	**(38)**	**(25)**	**(28)**	**(53)**
NET INCREASE DRIVEWAY TRIPS		**2,287**	**116**	**75**	**191**	**95**	**120**	**215**
Proposed Pass-By Trips [11]								
Restaurant (20%)		(224)	(11)	(9)	(20)	(12)	(8)	(20)
Retail (50%)		(201)	(3)	(2)	(5)	(10)	(11)	(21)
Subtotal		(425)	(14)	(11)	(25)	(22)	(19)	(41)
NET INCREASE "OFF-SITE" TRIPS		**1,862**	**102**	**64**	**166**	**73**	**101**	**174**

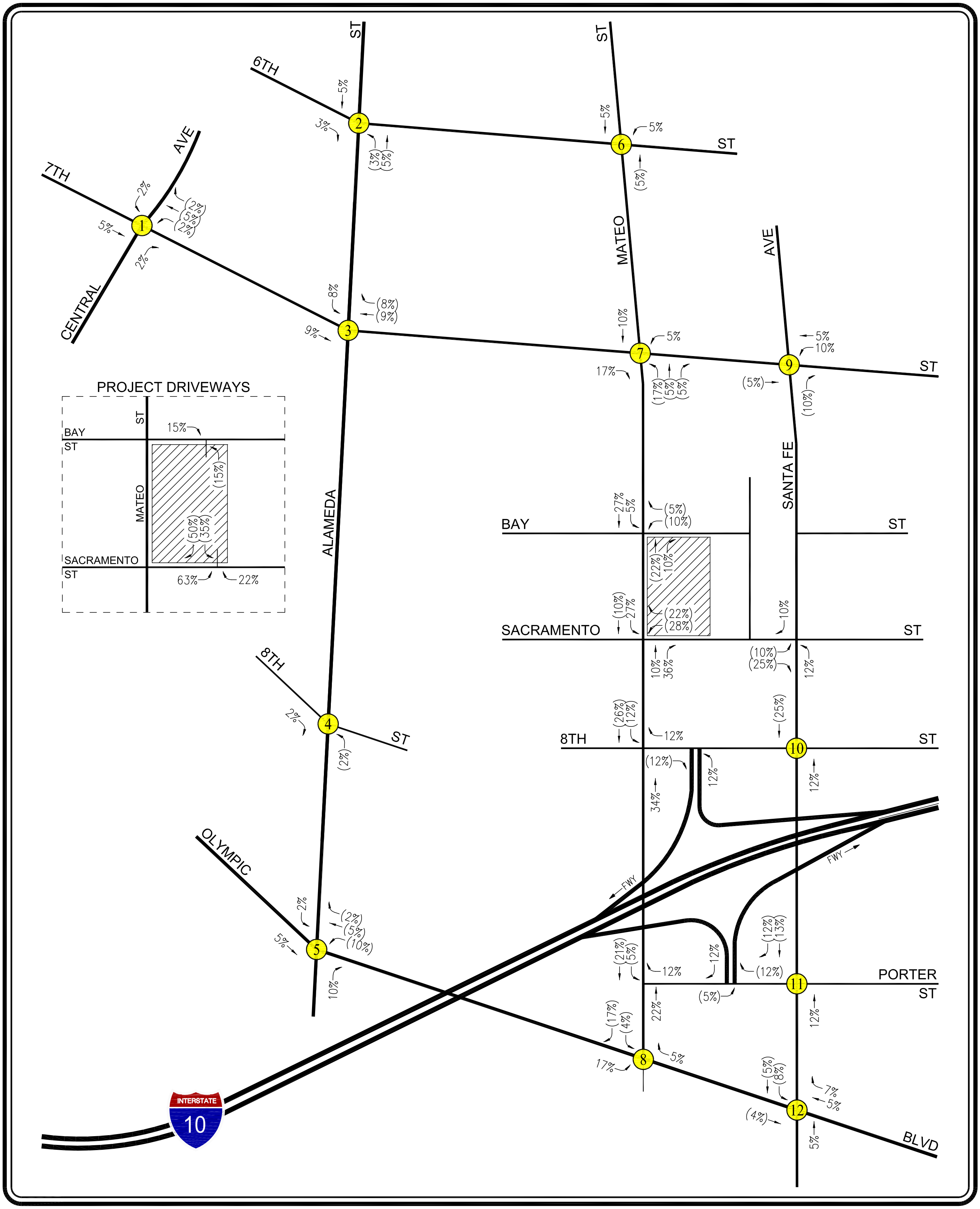
[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Multifamily Housing [Low-Rise]) trip generation average rates.
- Daily Trip Rate: 7.32 trips/dwelling units; 50% inbound/50% outbound
- AM Peak Hour Trip 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] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound
[7] The transit reduction is based on the site's proximity to the Metro Gold Line and various bus lines as well as the land use characteristics of the project.
[8] The internal capture reduction for the project is based on the synergy between all the land uses provided within the project site.
[9] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates.
- Daily Trip Rate: No average trip rates available.
- AM Peak Hour Trip Rate: 2.25 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 3.11 trips/1,000 SF of floor area; 48% inbound/52% outbound
[10] Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[11] 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 commercial component of the project based on the LADOT Transportation Impact Study Guidelines, December 2016 for High Turnover Restaurant and Shopping Center less than 50,000 SF.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Alameda Street, Central Avenue, Olympic Boulevard, I-10 Freeway, US-101 Freeway, I-5 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 3.0;
- The location of existing and proposed parking areas;
- Nearby population and employment centers as well as adjacent residential neighborhoods;
- Input from LADOT staff.

The general, directional traffic distribution patterns for the proposed Project are presented in ***Figure 7–1.*** The forecast net new weekday AM and PM peak hour Project traffic volumes at the study intersections associated with the proposed Project are presented in ***Figures 7–2*** and ***7–3***, respectively. The traffic volume assignments presented in *Figures 7–2* and *7–3* reflect the traffic distribution characteristics shown in *Figure 7–1* and the Project traffic generation forecast presented in *Table 7–1*.



PROJECT SITE

XX STUDY INTERSECTIONS

NOT TO SCALE

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

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1024 MATEO STREET MIXED-USE PROJECT

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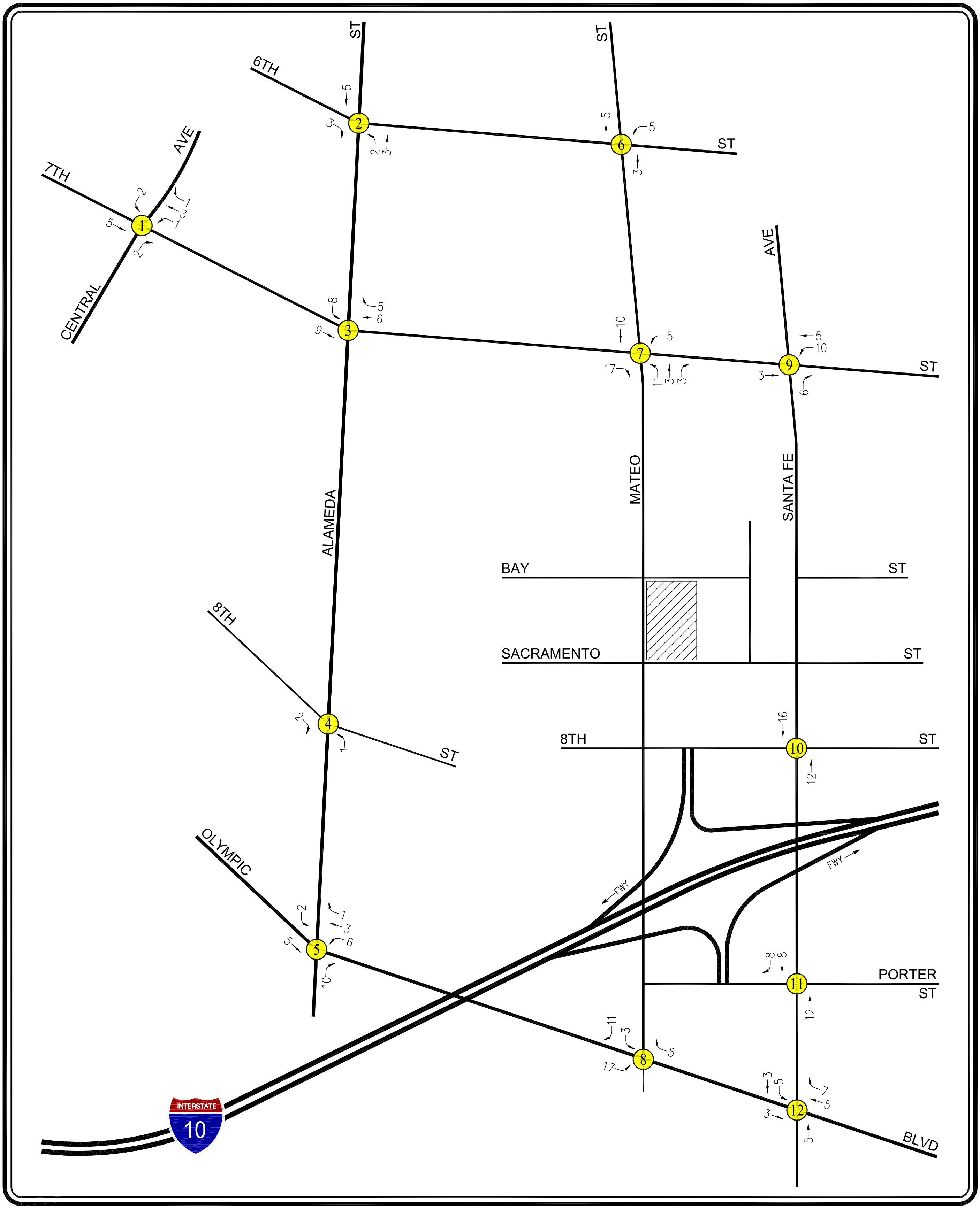

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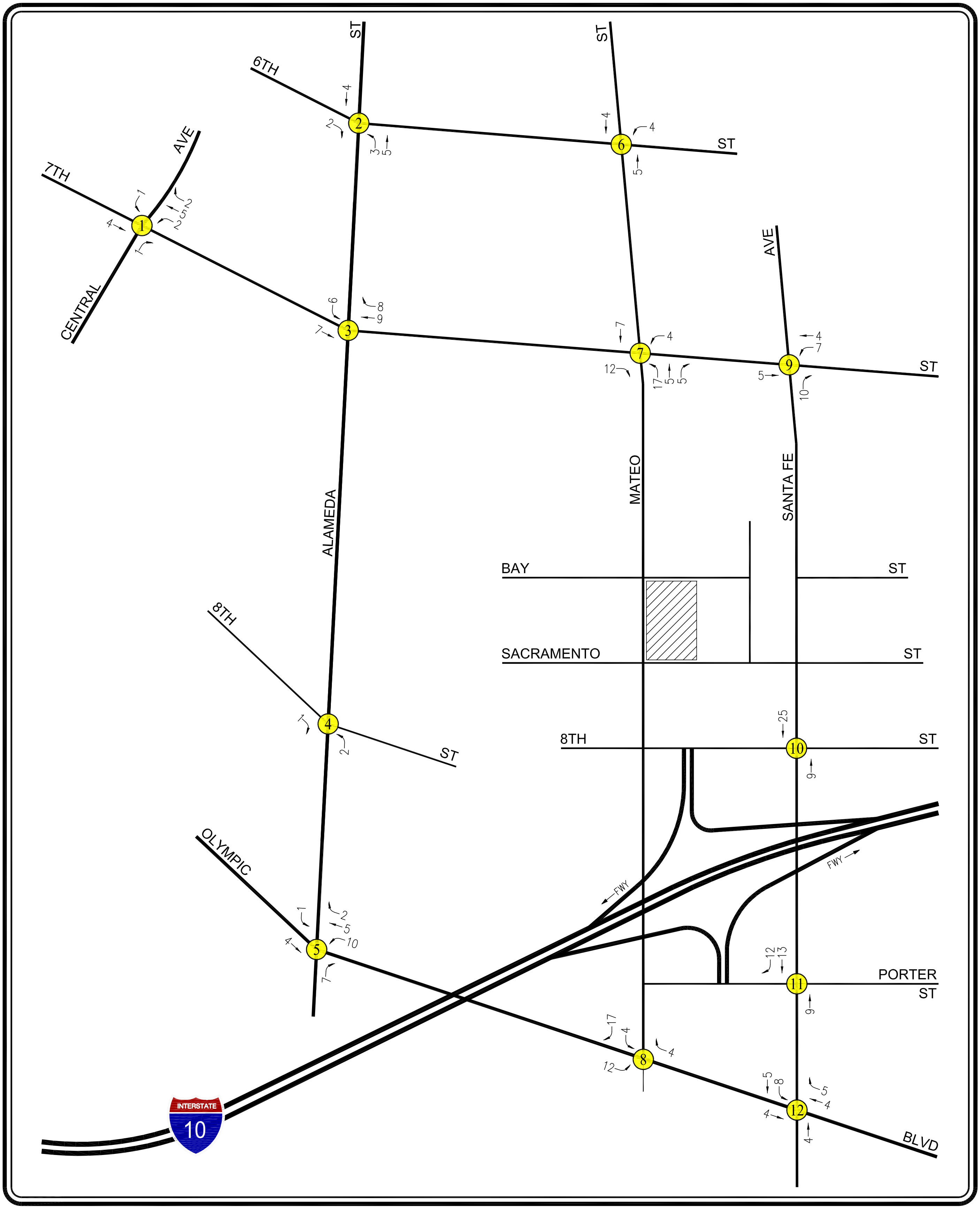
FIGURE 7-2
NET NEW PROJECT TRAFFIC VOLUMES
WEEKDAY AM PEAK HOUR
1024 MATEO STREET MIXED-USE PROJECT



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★ PROJECT SITE
XX STUDY INTERSECTION

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FIGURE 7-3
NET NEW PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
1024 MATEO STREET MIXED-USE PROJECT

8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

Operations at the 12 study intersections were evaluated using LADOT's Critical Movement Analysis (CMA) method of analysis that determines *v/c* ratios based on a critical lane basis. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in ***Appendix B***.

8.1 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes to be generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the proposed Project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

The significance of the potential impacts of Project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Transportation Impact Study Guidelines*, December 2016. According to the City's published guidelines, an intersection traffic impact is considered significant if the Project-related increase in the *v/c* ratio is equal to or exceeds the thresholds presented in ***Table 8–1***.

Table 8-1
CITY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

As required by the City of Los Angeles, mitigation of Project traffic impacts are required whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 LADOT ATSAC/ATCS

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical *v/c* ratios by seven percent (0.07). An ATCS system upgrade further reduces the critical *v/c* ratios by three percent (0.03) for a total of 10 percent (0.10). ATSAC system upgrades for the study intersections have been implemented as part of the LADOT ATSAC/ATCS system. Accordingly, the Level of Service calculations reflect a 0.10 adjustment for all analysis scenarios evaluated.

8.3 Traffic Impact Analysis Scenarios

Pursuant to LADOT traffic study guidelines, LOS calculations have been prepared for the following scenarios for the City's 12 study intersections:

(a) Existing (2019) conditions.

(b) Condition (a) with completion and occupancy of the Project.

(c) Condition (b) with implementation of Project mitigation measures where necessary.

(d) Condition (a) plus one percent (1.0%) annual ambient traffic growth through year 2023 and with completion and occupancy of the related projects (i.e., future cumulative baseline)

(e) Condition (d) with completion and occupancy of the Project.

(f) Condition (e) with implementation of Project mitigation measures where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 TRAFFIC ANALYSIS

The traffic impact analysis prepared for the study intersections using the CMA methodology and application of the City of Los Angeles significant traffic impact criteria is summarized in ***Table 9–1***. The CMA data worksheets for the analyzed intersections are contained in *Appendix B*.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, the 12 study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9–1*, application of the City's threshold criteria to the "Existing With Project" scenario indicates that the Project is not expected to create significant impacts at any of the 12 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Therefore, no mitigation measures are required or recommended with respect to these intersections under the "Existing With Project" conditions. The "Existing With Project" traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–1*** and ***9–2***, respectively.

9.2 Future Conditions

9.2.1 *Future Cumulative Baseline Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 6–1*.

As presented in column [3] of *Table 9–1*, the two of the 12 study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The following intersections are expected to operate at LOS E or worse during the peak hours shown below under the future cumulative baseline conditions:

- Int. No. 1: Central Avenue / 7th Street — AM Peak Hour: *v/c* = 0.961, LOS E; PM Peak Hour: *v/c* = 1.027, LOS F

- Int. No. 2: Alameda Street / 6th Street — AM Peak Hour: *v/c* = 1.058, LOS F; PM Peak Hour: *v/c* = 1.343, LOS F

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

28-Feb-19

			[1]		[2]				[3]		[4]				[5]				[6]			
			YEAR 2019 EXISTING		YEAR 2019 EXISTING W/ PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2023 W/ PROJECT + TDM		CHANGE V/C	MITI-GATED	YEAR 2023 W/ PROJECT + TDM & TMO		CHANGE V/C	MITI-GATED
NO.	INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]		V/C	LOS	[(6)-(3)]	
1	Central Avenue /	AM	0.573	A	0.576	A	0.003	NO	0.961	E	0.965	E	0.004	NO	0.964	E	0.003	N/A	0.954	E	-0.007	N/A
	7th Street	PM	0.617	B	0.620	B	0.003	NO	1.027	F	1.032	F	0.005	NO	1.032	F	0.005	N/A	1.022	F	-0.005	N/A
2	Alameda Street /	AM	0.566	A	0.569	A	0.003	NO	1.058	F	1.061	F	0.003	NO	1.060	F	0.002	N/A	1.050	F	-0.008	N/A
	6th Street	PM	0.618	B	0.620	B	0.002	NO	1.343	F	1.346	F	0.003	NO	1.345	F	0.002	N/A	1.335	F	-0.008	N/A
3	Alameda Street /	AM	0.663	B	0.666	B	0.003	NO	1.260	F	1.270	F	0.010	YES	1.267	F	0.007	YES	1.257	F	-0.003	YES
	7th Street	PM	0.658	B	0.664	B	0.006	NO	1.430	F	1.440	F	0.010	YES	1.437	F	0.007	YES	1.427	F	-0.003	YES
4	Alameda Street /	AM	0.393	A	0.393	A	0.000	NO	0.593	A	0.593	A	0.000	NO	0.593	A	0.000	N/A	0.583	A	-0.010	N/A
	8th Street	PM	0.329	A	0.331	A	0.002	NO	0.581	A	0.583	A	0.002	NO	0.583	A	0.002	N/A	0.573	A	-0.008	N/A
5	Alameda Street /	AM	0.685	B	0.696	B	0.011	NO	1.047	F	1.053	F	0.006	NO	1.051	F	0.005	N/A	1.041	F	-0.005	N/A
	Olympic Boulevard	PM	0.839	D	0.849	D	0.010	NO	1.189	F	1.200	F	0.011	YES	1.197	F	0.009	YES	1.187	F	-0.001	YES
6	Mateo Street /	AM	0.383	A	0.386	A	0.003	NO	0.823	D	0.827	D	0.004	NO	0.826	D	0.003	N/A	0.816	D	-0.007	N/A
	6th Street	PM	0.356	A	0.362	A	0.006	NO	0.907	E	0.913	E	0.006	NO	0.911	E	0.004	N/A	0.901	E	-0.006	N/A
7	Mateo Street /	AM	0.414	A	0.428	A	0.014	NO	0.868	D	0.891	D	0.023	YES	0.885	D	0.017	YES	0.875	D	0.007	YES
	7th Street	PM	0.486	A	0.511	A	0.025	NO	1.185	F	1.209	F	0.024	YES	1.203	F	0.019	NO	1.193	F	0.009	YES
8	Mateo Street /	AM	0.493	A	0.507	A	0.014	NO	0.605	B	0.619	B	0.014	NO	0.615	B	0.011	N/A	0.605	B	0.001	N/A
	Olympic Boulevard	PM	0.382	A	0.389	A	0.007	NO	0.511	A	0.521	A	0.010	NO	0.517	A	0.007	N/A	0.507	A	-0.003	N/A

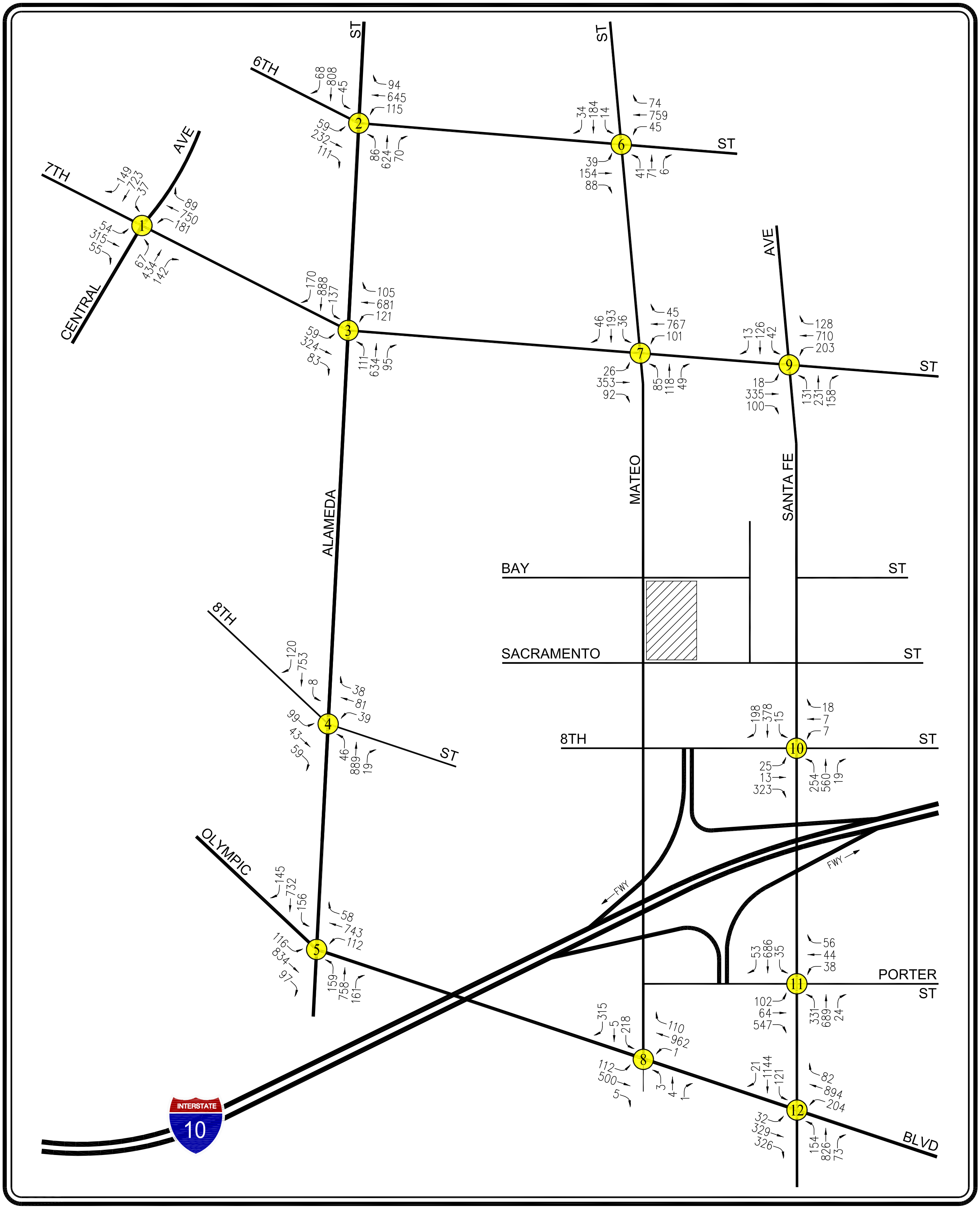
Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

28-Feb-19

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	[1] LOS	[2] YEAR 2019 EXISTING W/ PROJECT V/C	[2] LOS	[2] CHANGE V/C [(2)-(1)]	[2] SIGNIF. IMPACT [a]	[3] YEAR 2023 FUTURE PRE-PROJECT V/C	[3] LOS	[4] YEAR 2023 FUTURE W/ PROJECT V/C	[4] LOS	[4] CHANGE V/C [(4)-(3)]	[4] SIGNIF. IMPACT [a]	[5] YEAR 2023 W/ PROJECT + TDM V/C	[5] LOS	[5] CHANGE V/C [(5)-(3)]	[5] MITI-GATED	[6] YEAR 2023 W/ PROJECT + TDM & TMO V/C	[6] LOS	[6] CHANGE V/C [(5)-(3)]	[6] MITI-GATED
9	Santa Fe Avenue / 7th Street	AM	0.424	A	0.426	A	0.002	NO	1.046	F	1.048	F	0.002	NO	1.047	F	0.001	N/A	1.037	F	-0.009	N/A
		PM	0.675	B	0.681	B	0.006	NO	1.384	F	1.391	F	0.007	NO	1.388	F	0.005	N/A	1.378	F	-0.005	N/A
10	Santa Fe Avenue / 8th Street	AM	0.514	A	0.518	A	0.004	NO	1.013	F	1.021	F	0.008	NO	1.019	F	0.006	N/A	1.009	F	-0.004	N/A
		PM	0.606	B	0.614	B	0.008	NO	0.892	D	0.900	D	0.008	NO	0.898	D	0.006	N/A	0.888	D	-0.004	N/A
11	Santa Fe Avenue / Porter Street	AM	0.565	A	0.570	A	0.005	NO	0.761	C	0.767	C	0.006	NO	0.765	C	0.004	N/A	0.755	C	-0.006	N/A
		PM	0.674	B	0.683	B	0.009	NO	0.910	E	0.918	E	0.008	NO	0.916	E	0.006	N/A	0.906	E	-0.004	N/A
12	Santa Fe Avenue / Olympic Boulevard	AM	0.776	C	0.782	C	0.006	NO	1.040	F	1.045	F	0.005	NO	1.043	F	0.004	N/A	1.033	F	-0.006	N/A
		PM	0.828	D	0.836	D	0.008	NO	1.049	F	1.058	F	0.009	NO	1.056	F	0.006	N/A	1.046	F	-0.004	N/A

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010



NOT TO SCALE

PROJECT SITE

STUDY INTERSECTION

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FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

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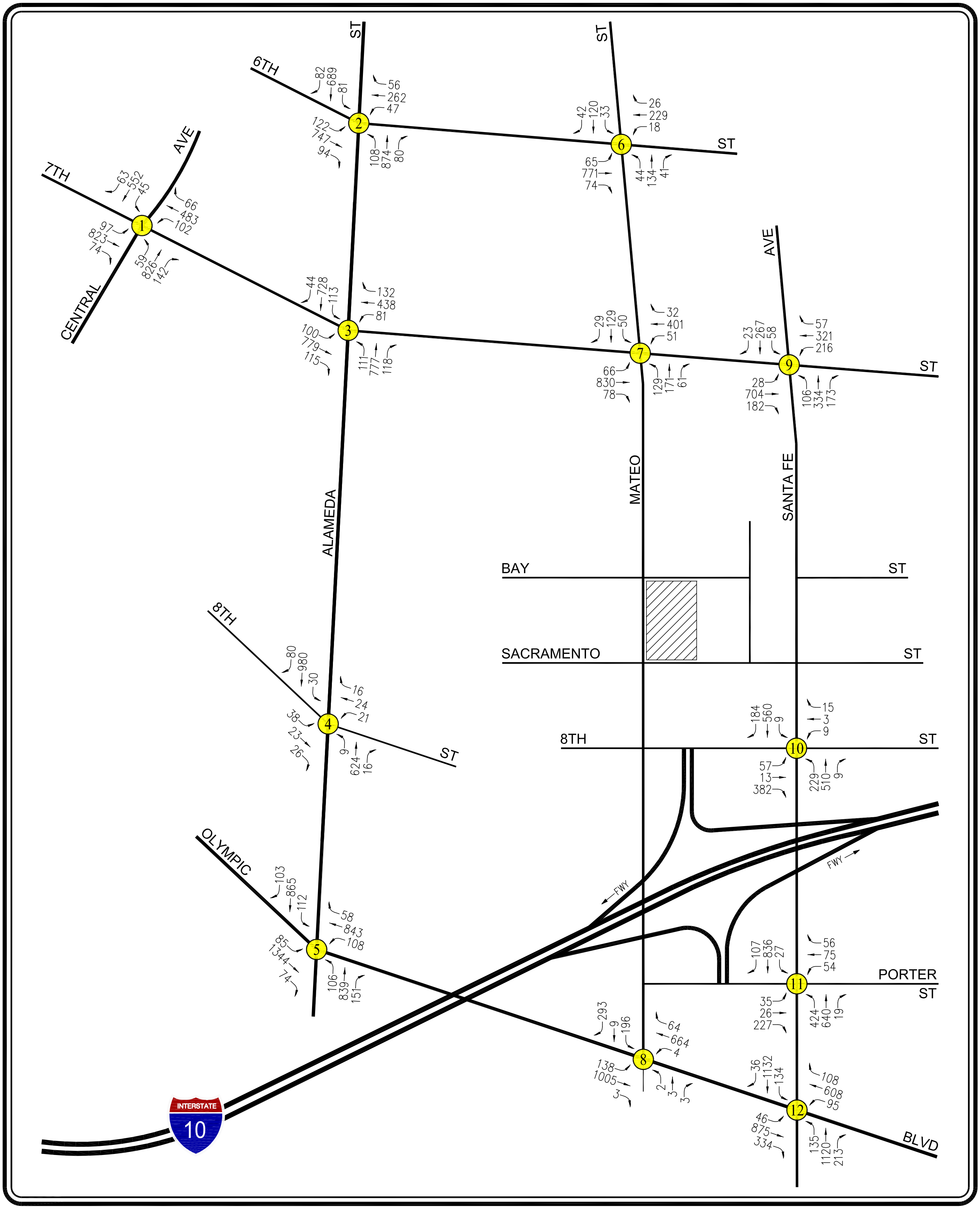

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XX STUDY INTERSECTION

FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
1024 MATEO STREET MIXED-USE PROJECT

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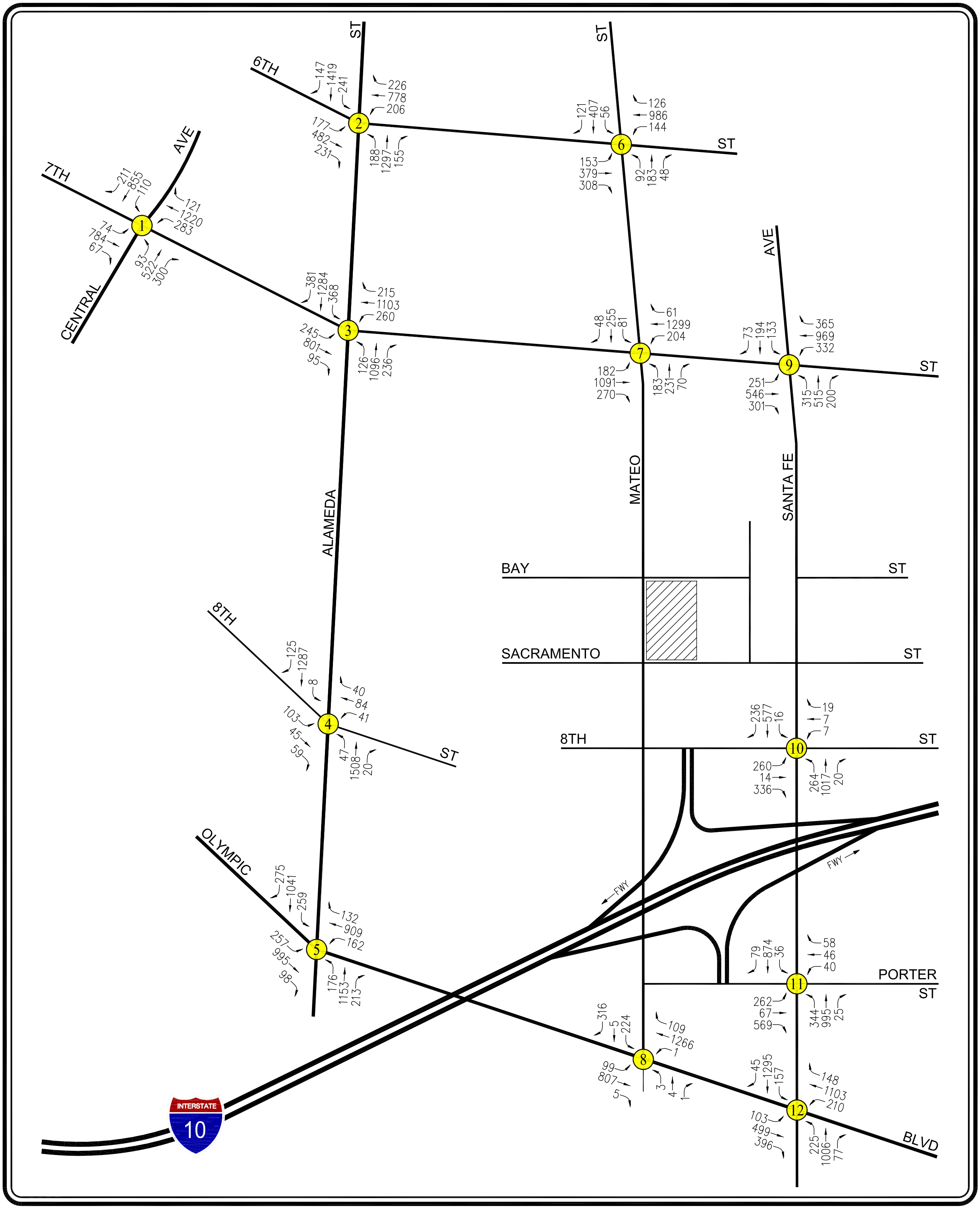
• Int. No. 3: Alameda Street / 7th Street	AM Peak Hour: *v/c* = 1.260, LOS F PM Peak Hour: *v/c* = 1.430, LOS F
• Int. No. 5: Alameda Street / Olympic Boulevard	AM Peak Hour: *v/c* = 1.047, LOS F PM Peak Hour: *v/c* = 1.189, LOS F
• Int. No. 6: Mateo Street / 6th Street	PM Peak Hour: *v/c* = 0.907, LOS E
• Int. No. 7: Mateo Street / 7th Street	PM Peak Hour: *v/c* = 1.185, LOS F
• Int. No. 9: Santa Fe Avenue / 7th Street	AM Peak Hour: *v/c* = 1.046, LOS F PM Peak Hour: *v/c* = 1.384, LOS F
• Int. No. 10: Santa Fe Avenue / 8th Street	AM Peak Hour: *v/c* = 1.013, LOS F
• Int. No. 11: Santa Fe Avenue / Porter Street	AM Peak Hour: *v/c* = 0.910, LOS E
• Int. No. 12: Santa Fe Avenue / Olympic Boulevard	AM Peak Hour: *v/c* = 1.040, LOS F PM Peak Hour: *v/c* = 1.049, LOS F

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 9–3*** and ***9–4***, respectively.

9.2.2 *Future Cumulative With Project Conditions*

The "Future Cumulative With Project" conditions were forecast based on the addition of traffic generated by the Project plus completion and occupancy of related projects. As shown in column [4] of *Table 9–1*, application of the City's threshold criteria to the "Future Cumulative With Project" scenario indicates that the proposed Project is not expected to create significant impacts at nine of the 12 study intersections. As indicated in *Table 9–1*, a significant traffic impact is expected at the following three intersections during the peak hours shown below under the "Future Cumulative With Project" conditions:

• Int. No. 3: Alameda Street / 7th Street	AM Peak Hour *v/c* increases 0.010, LOS F PM Peak Hour: *v/c* increases 0.010, LOS F
• Int. No. 5: Alameda Street / Olympic Boulevard	PM Peak Hour: *v/c* increases 0.011, LOS F
• Int. No. 7: Mateo Street / 7th Street	AM Peak Hour *v/c* increases 0.023, LOS D PM Peak Hour: *v/c* increases 0.024, LOS F



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PROJECT SITE

STUDY INTERSECTION

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FIGURE 9-3
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

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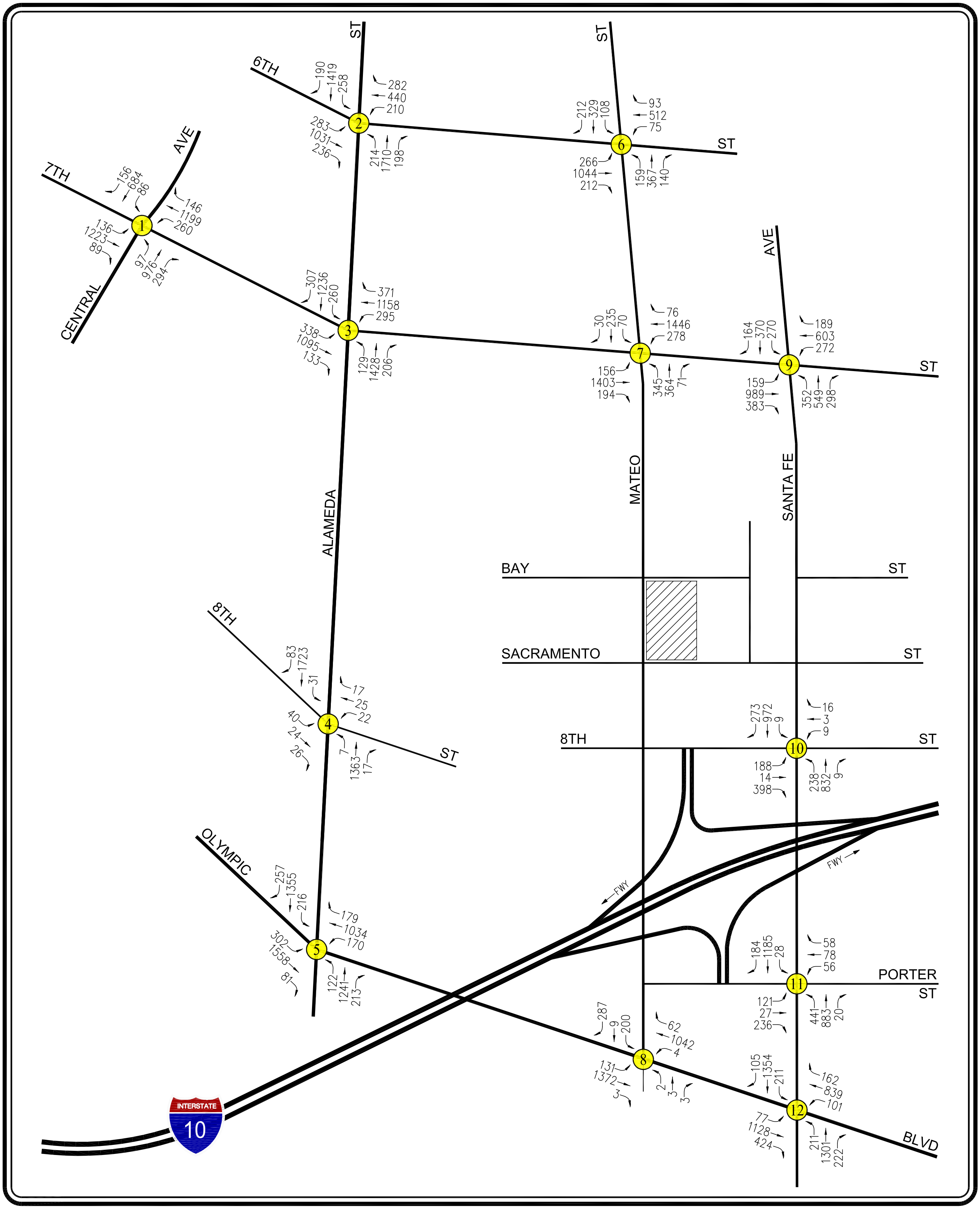

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PROJECT SITE

STUDY INTERSECTION

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FIGURE 9-4
FUTURE CUMULATIVE BASELINE TRAFFIC VOLUMES
WEEKDAY PM PEAK HOUR
1024 MATEO STREET MIXED-USE PROJECT

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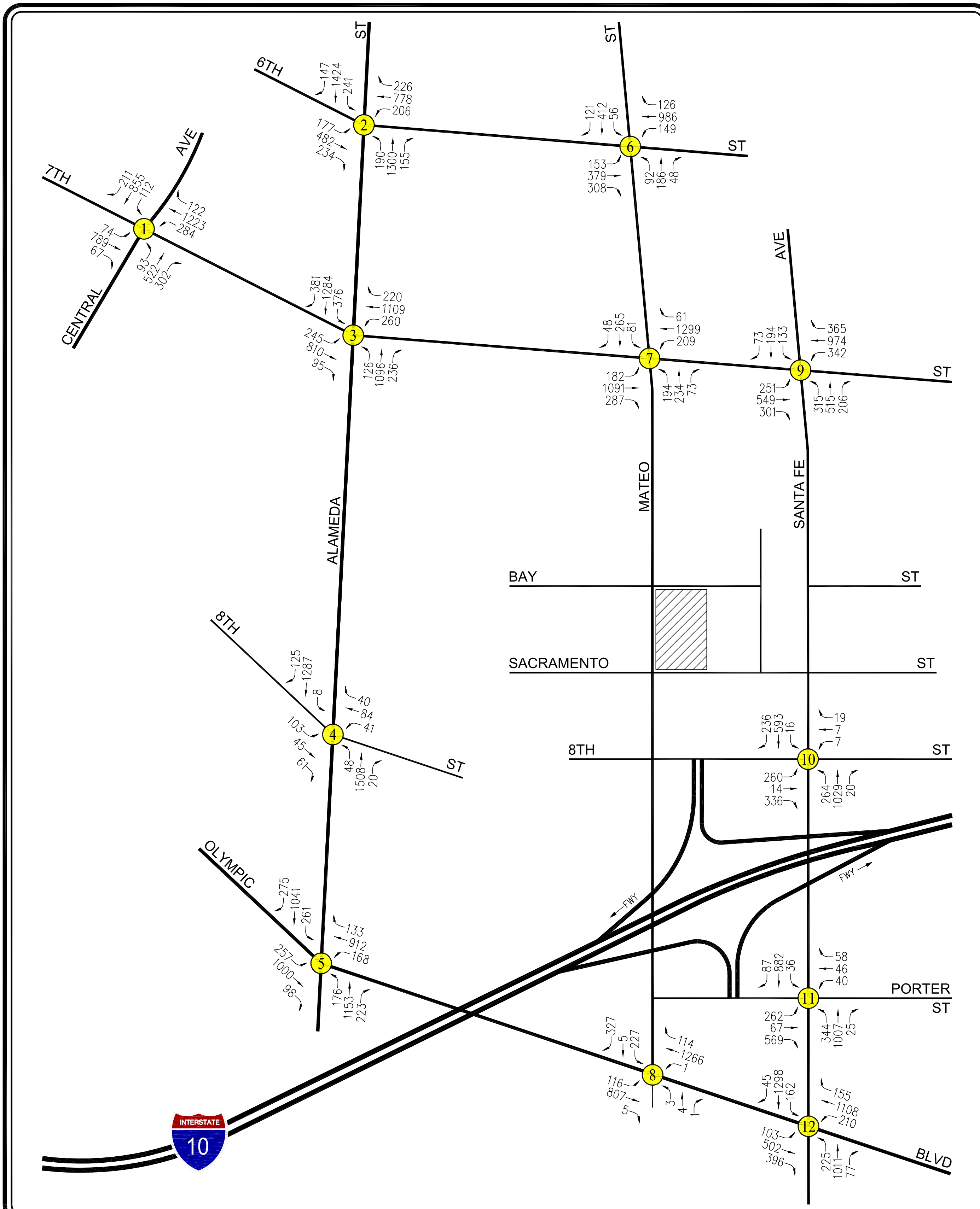
Incremental, but not significant, impacts are noted at the other seven study intersections due to the Project. The "Future Cumulative With Project" (existing, ambient growth, related projects, and Project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5*** and ***9–6***, respectively.



PROJECT SITE

STUDY INTERSECTION

NOT TO SCALE

FIGURE 9-5

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

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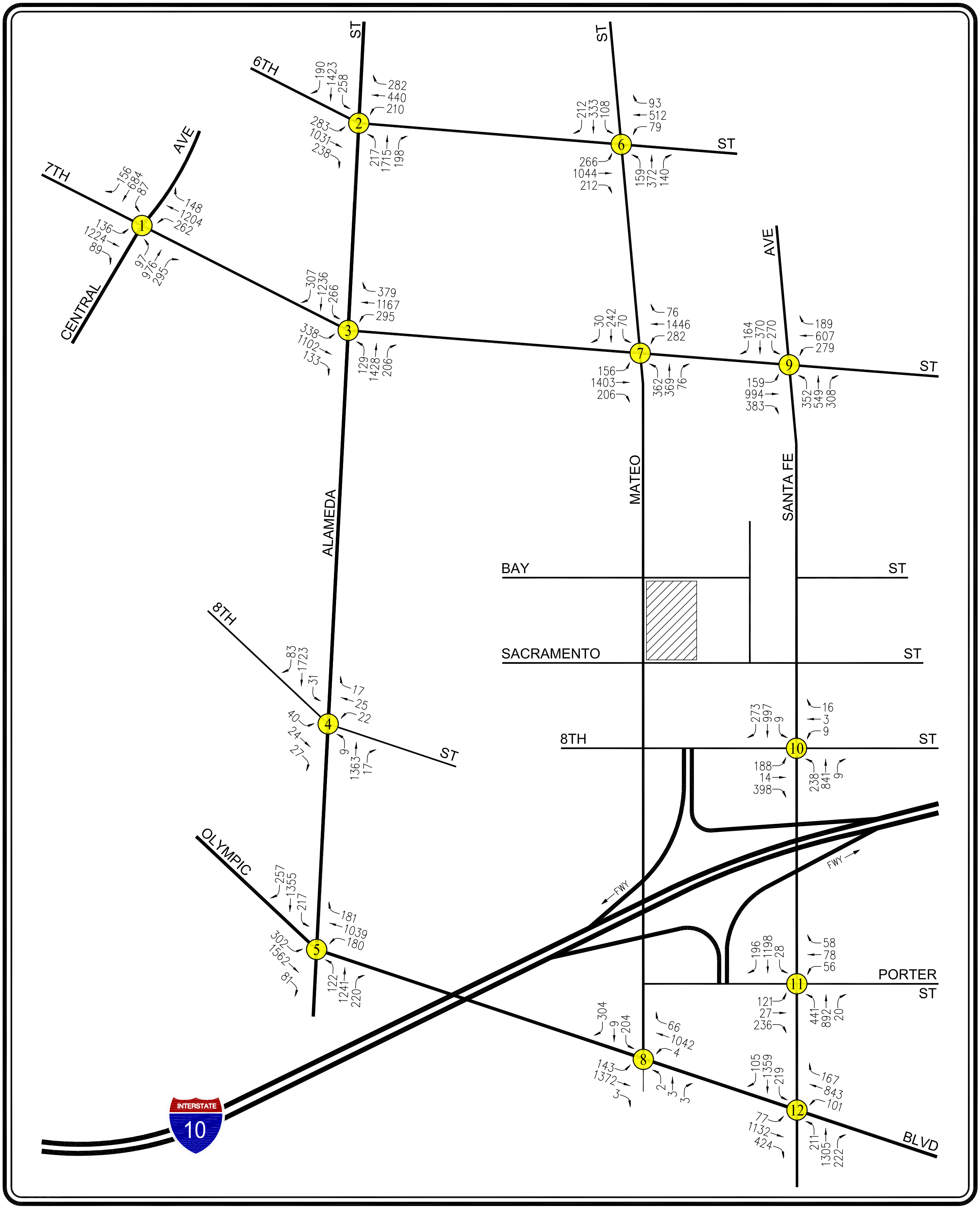

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PROJECT SITE

XX STUDY INTERSECTION

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FIGURE 9-6
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

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10.0 Transportation Demand Management Program

The Project applicant will adopt and implement a Transportation Demand Management Program (TDM Program) in order to mitigate the potentially significant Project-related traffic impacts identified in Section 9.0 to less than significant levels. The goal of the TDM Program is to reduce the number of vehicle trips generated by the Project on both a daily 24-hour basis, as well as on an AM and PM peak hour basis, that would otherwise be generated by an "unmanaged" site. Specific program elements that may be implemented by the Project applicant for the TDM program are provided in the following sections.

10.1 Local TDM Program

The Project applicant would implement and maintain a local TDM Program for residents of the live-work units as well as employees of the commercial components of the Project. The following TDM measures are proposed for the Project:

<u>Transportation Information Center</u>

The Project applicant would maintain an on-site Transportation Information Center (TIC). The TIC would include information for employees, visitors, and residents about:

- Local public transit services, including current maps, bus lines, light rail lines, fare information, schedules for public transit routes serving the Project, telephone numbers and website links for referrals on transportation information, including numbers for the regional ridesharing agency, vanpool providers, ride-matching and local transit operators, ridesharing promotional material supplied by commuter oriented organizations and shuttles; and

- Bicycle facilities, including routes, rental and sales locations, on-site bicycle facilities, and bicycle safety information.

<u>Transportation Coordinator</u>

The Project applicant would designate an employee as the "Transportation Coordinator" to be responsible for implementing, maintaining, and monitoring the TDM Program. The Transportation Coordinator's duties would be responsible for the following:

- Promote the TDM Program to employees and residents

- Update information boards/websites

- Offer carpool and vanpool matching services

- Assist with route planning

The Transportation Coordinator services may be provided through FASTLinkDTLA, the existing Downtown Los Angeles TMO, discussed in a subsequent section.

Mobility Hub

The Project applicant would coordinate with LADOT to determine if the Project Site is eligible for a future Integrated Mobility Hub. The Integrated Mobility Hub would provide space for a bicycle share kiosk, and/or parking spaces on-site for car-share vehicles.

Carpool / Rideshare Matching Program

The Project applicant would provide preferential parking within the Project's parking garage for commercial employees who commute to work in employer-registered carpools. The Developer may also initiate a referral to commercial employees about rideshare matching services to assist employees in finding carpool and vanpool opportunities, such as the FlexLA rideshare program established by FASTLinkDTLA

Transportation Subsidy In Lieu of Parking

The Project applicant would offer discount transit passes to residents and commercial employees who do not purchase monthly automobile parking in the Project.

Unbundled Parking

The Project applicant would lease its parking to commercial tenants separately from the commercial space. The Project applicant would also separate the cost of obtaining assigned parking spaces from the cost of renting residential units.

Convenient and Secure Bicycle Storage

The Project applicant would provide a convenient and secure bicycle parking area for residents and commercial employees of the Project. For the purposes of this section, secure bicycle parking will mean bicycle lockers, an attended cage, or a secure parking room.

On-Site Lockers

The Project applicant would provide a locker facility for commercial employees who bicycle or use another active means of getting to work (powered by human propulsion).

City Bicycle Plan

The Project applicant will contribute a one-time fixed fee contribution as determined by LADOT to be deposited into the City’s Bicycle Plan Trust Fund to implement bicycle improvements in the vicinity of the Project.

10.2 Transportation Systems Management

Transportation Systems Management (TSM) strategies may be implemented at existing traffic signals to mitigate the potentially significant Project-related traffic impacts. TSM strategies include traffic signal controller upgrades, installation of closed-circuit television (CCTV) cameras, and system loops. However, LADOT recently completed a review of the Project study area and determined that no TSM improvements can be implemented at the significantly impacted intersections. All feasible traffic signal improvements at the significantly impacted intersections have already been installed. Therefore, no recommended TSM strategies are provided for the Project.

10.3 Downtown / Arts District Transportation Management Organization

FASTLinkDTLA is a TMO recently established in Downtown Los Angeles as described in Section 4.4 herein. The City of Los Angeles may establish as separate TMO for the Arts District, or determine that FASTLinkDTLA can adequately serve the Arts District with the remainder of Downtown Los Angles. The Project applicant proposes to fund the initiation of an Arts District TMO, or fund the Arts District portion of FASTLinkDTLA to help alleviate current and future traffic congestion in the Arts District. The TMO services would be available to anyone within the general Arts District community, not just residents and tenants of the Project.

The Project applicant will agree to commit funding of up to $200,000 prior to the first year of occupancy of the Proejct to cover the launch of the Arts District TMP, or the Arts District portion of FASTLinkDTLA, and then provide up to $25,000 per year for nine additional years for annual dues as a charter member. The Project applicant will attend organizational meetings and provide traffic demand data to the TMO. The Project applicant will require in all leases it executes as landlord for space within the commercial component of the Project that building tenants be required to participate in the TMO and that all subleases contain this same provision. The Project applicant can elect to provide some or all of the services required by this TDM Program through the TMO, in consultation with the City's Transportation Demand Program Manager.

Given the Project's commitment to fund the start-up and continuance of the TMO for the Arts District, the traffic analysis incorporates a one percent (1%) increase in the intersection capacity at the analyzed study intersections.

10.4 Project Traffic Generation with TDM Program

The goal of the TDM Program as described in Section 10.0 herein is to reduce the number of vehicle trips generated by the Project on both a daily 24-hour basis, as well as on an AM and PM peak hour basis, by approximately 20 percent of the total that would otherwise be generated by an "unmanaged" site.

As shown on ***Table 10–1***, the Project without TDM (and without the trip "credit" related to the existing on-site use) is forecast to generate 2,392 daily trips, 204 AM peak hour trips and 227 PM peak hour trips. It is noted that this calculation includes the transit, internal capture, and pass-by adjustments as it is assumed that these trips would occur without a TDM Program.

Table 10–1 also provides the trip generation forecast for the Project based on a 20 percent reduction in vehicular trip generation due to implementation of a TDM Program. As shown in *Table 10–1*, with implementation of a TDM Program, the Project would generate 1,914 daily trips, 164 AM peak hour trips, and 181 PM peak hour trips. When the trip credit related to the removal of the existing use is considered, the net new trip generation is calculated to be 1,384 daily trips, 126 AM peak hour trips, and 128 PM peak hour trips.

10.5 Effects of the TDM and TMO Programs

The intersection traffic analysis was updated assuming attainment of the 20 percent AM and PM peak hour trip reduction due to implementation of a TDM Program. *Table 9–1* provides a summary of the intersection analysis prepared for the "Future Cumulative With Project" condition, plus TDM. As shown in column [5] of *Table 9–1*, the traffic impacts due to the Project with TDM would be reduced to less than significant levels at two of the three analyzed study intersections during the AM and PM peak hours.

In addition to the reduction due to the implementation of a TDM program, a reduction of 0.010 was applied to the *v/c* calculations associated with the commitment by the Project applicant to provide funding for the start-up and continuance of the Arts District TMO. As shown in column [6] of *Table 9–1*, the traffic impacts due to the Project with TDM and TMO would be reduced to less than significant levels at the 12 analyzed study intersections during the AM and PM peak hours.

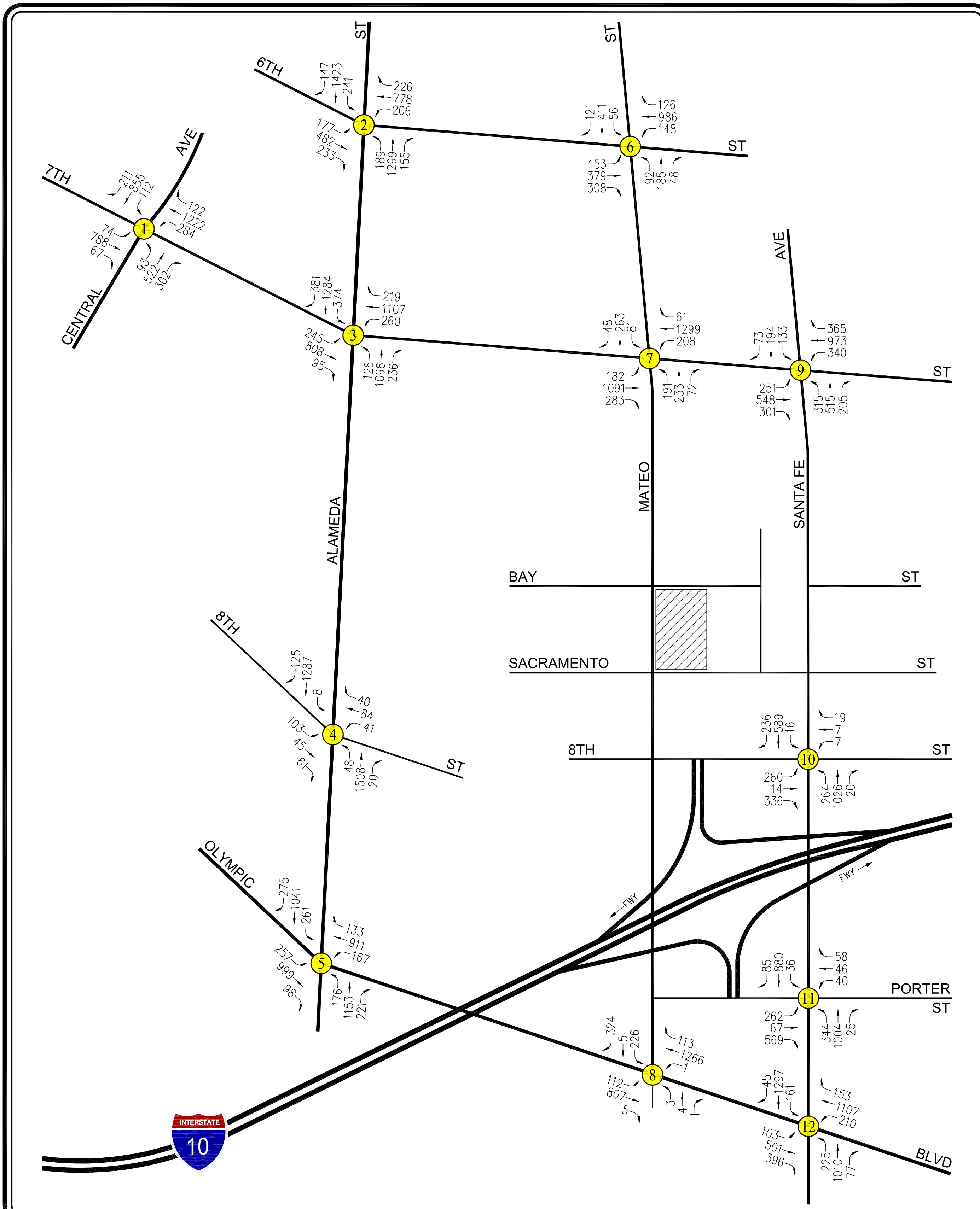
Therefore, the Project with a 20 percent TDM reduction and a 0.010 reduction in *v/c* as a result of the TMO start-up funding, impacts at all 12 of the study intersections due to the Project would be further reduced and remain less than significant with the TDM and TMO reductions. The "Future Cumulative With Project" (existing, ambient growth, related projects, and Project), with TDM and TMO traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 10–1*** and ***10–2***, respectively.

Table 10-1
PROJECT TRIP GENERATION [1]
WITH TRANSPORTATION DEMAND MANAGEMENT

07-Mar-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL	PM PEAK HOUR VOLUMES [2] IN	OUT	TOTAL
Proposed Project								
Live-Work Apartments [3]	106 DU	776	11	38	49	37	22	59
Live-Work Office [4]	2,250 GSF	22	3	0	3	0	3	3
General Office [4]	92,740 GSF	903	93	15	108	17	90	107
Restaurant [5]	13,126 GSF	1,472	72	58	130	79	49	128
Retail [6]	13,979 GLSF	528	8	5	13	25	28	53
Subtotal		3,701	187	116	303	158	192	350
Transit Trips [7]								
Live-Work Apartments (5%)		(39)	(1)	(2)	(3)	(2)	(1)	(3)
Live-Work Office (5%)		(1)	0	0	0	0	0	0
General Office (5%)		(45)	(5)	(1)	(6)	(1)	(5)	(6)
Restaurant (5%)		(74)	(4)	(3)	(7)	(4)	(2)	(6)
Retail (5%)		(26)	0	0	0	(1)	(1)	(2)
Subtotal		(185)	(10)	(6)	(16)	(8)	(9)	(17)
Internal Capture [8]								
Live-Work Apartments (20%)		(147)	(2)	(7)	(9)	(7)	(4)	(11)
Live-Work Office (20%)		-	-	-	-	-	-	-
General Office (20%)		(172)	(18)	(3)	(21)	(3)	(17)	(20)
Restaurant (20%)		(280)	(14)	(11)	(25)	(15)	(9)	(24)
Retail (20%)		(100)	(2)	(1)	(3)	(5)	(5)	(10)
Subtotal		(699)	(36)	(22)	(58)	(30)	(35)	(65)
Subtotal Project Driveway Trips		**2,817**	**141**	**88**	**229**	**120**	**148**	**268**
Proposed Pass-By Trips [9]								
Restaurant (20%)		(224)	(11)	(9)	(20)	(12)	(8)	(20)
Retail (50%)		(201)	(3)	(2)	(5)	(10)	(11)	(21)
Subtotal		(425)	(14)	(11)	(25)	(22)	(19)	(41)
PROPOSED PROJECT WITHOUT TDM		**2,392**	**127**	**77**	**204**	**98**	**129**	**227**
Trip Reduction due to TDM (20%) [10]		**(478)**	**(25)**	**(15)**	**(40)**	**(20)**	**(26)**	**(46)**
PROPOSED PROJECT WITH TDM		**1,914**	**102**	**62**	**164**	**78**	**103**	**181**
Existing Site								
Bus Depot [11], [12]	(16,960) GLSF	(530)	(25)	(13)	(38)	(25)	(28)	(53)
NET TRIPS (EXISTING USE)		**(530)**	**(25)**	**(13)**	**(38)**	**(25)**	**(28)**	**(53)**
NET DIFFERENCE		**1,384**	**77**	**49**	**126**	**53**	**75**	**128**

[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.
- Daily Trip Rate: 7.32 trips/dwelling units; 50% inbound/50% outbound
- 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] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound
[7] The transit reduction is based on the site's proximity to the Metro Gold Line and various bus lines as well as the land use characteristics of the project.
[8] The internal capture reduction for the project is based on the synergy between all the land uses provided within the project site.
[9] 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 commercial component of the project based on the LADOT Transportation Impact Study Guidelines, December 2016 for High Turnover Restaurant and Shopping Center less than 50,000 SF.
[10] An estimated 20% reduction in the project trip generation forecast is assumed based on implementation of a Transportation Demand Management (TDM) program.



N

NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10-1

FUTURE CUMULATIVE WITH PROJECT WITH MITIGATION TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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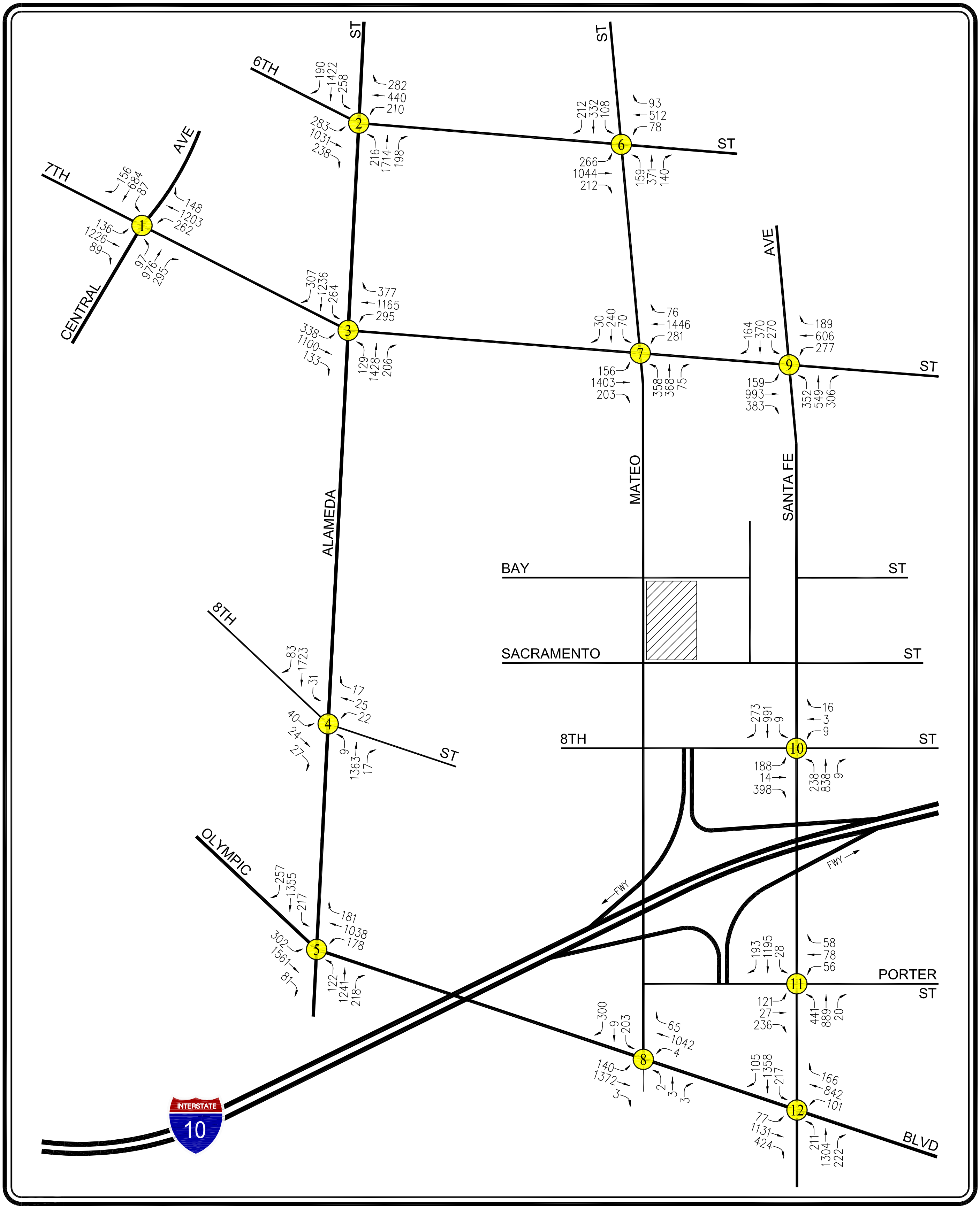

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NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10-2

FUTURE CUMULATIVE WITH PROJECT WITH MITIGATION TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

1024 MATEO STREET MIXED-USE PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed Project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring locations in the Project vicinity have been identified:

CMP Station	Intersection
No. 43	Alameda Street / Washington Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. As shown in *Figure 7–2* and *Figure 7–3*, the proposed Project would not add 50 or more trips during the AM or PM peak hours at any of the CMP monitoring locations. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring locations have been identified in the Project vicinity:

CMP Station	Location
No. 1019	I-10 Freeway at Grand Avenue
No. 1027	SR-60 Freeway east of Indiana Street

- No. 1036 SR-101 Freeway north of Vignes Street

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the Project on public transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed Project.

The Project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecast to generate demand for 8 transit trips during the AM peak hour and 9 transit trips during the PM peak hour. Over a 24-hour period, the proposed Project is forecast to generate demand for 25 daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = 166 × 1.4 × 0.035 = 8 Transit Trips

- PM Peak Hour = 174 × 1.4 × 0.035 = 9 Transit Trips

- Daily Trips = 1,862 × 1.4 × 0.035 = 91 Transit Trips

As shown in *Table 4–1*, seven transit lines and routes are provided adjacent to or in close proximity the Project site. As outlined in *Table 4–1*, under the "No. of Buses During Peak Hour" column, these seven public transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 77 buses during the AM peak hour and roughly 82 buses during the PM peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to an insignificant number of additional Project-generated transit trips per bus. It is anticipated that the existing transit service in the Project area will adequately accommodate the increase of Project-generated transit trips. In addition to the Metro Regional Connector and West Santa Ana Branch Transit Corridor as described in Section 4.4, Metro's 2009 Long Range Transportation Plan and 2014 Short Range Transportation Plan will further enhance transit operations in the Project study area.

12.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential impacts to the local street system due to the proposed 1024 Mateo Street Mixed-Use Project located at 1024 Mateo Street in the Arts District area of the City of Los Angeles. Twelve (12) intersections were identified and analyzed in order to determine changes in operations following construction and occupancy of the proposed Project. Application of the impact threshold criteria from the City of Los Angeles indicate that nine of the 12 study intersections are not anticipated to be significantly impacted by the Project. The Project is expected to cause a significant transportation impact under the "Future Cumulative With Project" conditions at the following three intersections:

- Int. No. 3: Alameda Street / 7th Street
- Int. No. 5: Alameda Street / Olympic Boulevard
- Int. No. 7: Mateo Street / 7th Street

The Project proposes the implementation of a TDM program. Additionally, the Project applicant proposes to fund the start-up and continuance of a TMO for the Arts District (i.e., a new TMO or an Arts District component to the recently established FASTLinkDTLA program) in order to mitigate the potentially significant Project-related traffic impact. A 20 percent TDM reduction and a 0.010 reduction in *v/c* would reduce the impacts to less than significant levels at the three significantly impacted study intersections.

Incremental, but not significant, impacts are noted at the remaining nine study intersections evaluated in this analysis. As no significant impacts are expected due to the Project at the other nine study intersections, no traffic mitigation measures are required or recommended for those study intersections.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Central Ave

East/West 7th St

Day: TUESDAY Date: April 23, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	191	126	213	220
BIKES	61	53	56	52
BUSES	68	76	156	226

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	176	8.30	237	8.00	121	9.30	250	8.15
PM PK 15 MIN	281	17.30	168	17.15	245	17.00	165	17.30
AM PK HOUR	610	7.45	898	7.45	455	8.45	958	7.30
PM PK HOUR	967	17.00	634	16.30	933	17.00	604	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	60	347	133	540
8-9	63	409	132	604
9-10	79	370	140	589
15-16	74	408	126	608
16-17	55	486	130	671
17-18	56	778	133	967
TOTAL	387	2798	794	3979

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	562	107	700
8-9	33	681	140	854
9-10	35	474	99	608
15-16	50	465	74	589
16-17	41	512	62	615
17-18	41	520	59	620
TOTAL	231	3214	541	3986

Hours	TOTAL N-S	XING S/L Ped	XING S/L Sch	XING N/L Ped	XING N/L Sch
7-8	1240	24	1	43	1
8-9	1458	29	0	52	1
9-10	1197	26	0	49	0
15-16	1197	54	0	79	0
16-17	1286	37	0	60	0
17-18	1587	31	0	76	4
TOTAL	7965	201	1	359	6

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	263	44	336
8-9	51	292	52	395
9-10	44	353	50	447
15-16	69	531	66	666
16-17	62	572	79	713
17-18	91	772	70	933
TOTAL	346	2783	361	3490

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	129	676	59	864
8-9	170	704	83	957
9-10	105	601	76	782
15-16	73	399	66	538
16-17	94	340	66	500
17-18	94	450	60	604
TOTAL	665	3170	410	4245

Hours	TOTAL E-W	XING W/L Ped	XING W/L Sch	XING E/L Ped	XING E/L Sch
7-8	1200	23	0	30	3
8-9	1352	24	0	28	0
9-10	1229	19	0	37	0
15-16	1204	25	0	43	0
16-17	1213	35	0	24	0
17-18	1537	22	0	29	0
TOTAL	7735	148	0	191	3

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Alameda St

East/West 6th St

Day: TUESDAY Date: April 22, 2014 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	384	286	122	131
BIKES	20	26	30	32
BUSES	37	77	129	123

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	195	7.30	261	7.30	110	7.45	231	7.45
PM PK 15 MIN	259	17.15	258	16.30	258	17.15	95	17.00
AM PK HOUR	749	8.15	915	7.30	386	7.45	882	7.30
PM PK HOUR	1003	17.00	966	15.45	915	17.00	347	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	69	549	65	683
8-9	80	591	67	738
9-10	49	563	59	671
15-16	73	769	60	902
16-17	63	755	58	876
17-18	100	827	76	1003
TOTAL	434	4054	385	4873

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	50	776	47	873
8-9	43	764	65	872
9-10	43	738	69	850
15-16	57	753	93	903
16-17	57	769	84	910
17-18	77	652	78	807
TOTAL	327	4452	436	5215

Hours	**TOTAL** N-S	**XING S/L** Ped	Sch	**XING N/L** Ped	Sch
7-8	1556	12	0	24	0
8-9	1610	21	0	23	3
9-10	1521	28	0	24	1
15-16	1805	19	0	38	0
16-17	1786	18	1	24	0
17-18	1810	11	2	29	1
TOTAL	10088	109	3	162	5

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	52	187	107	346
8-9	56	221	103	380
9-10	67	184	82	333
15-16	81	395	103	579
16-17	104	504	90	698
17-18	116	711	88	915
TOTAL	476	2202	573	3251

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	111	569	114	794
8-9	109	614	89	812
9-10	66	300	66	432
15-16	52	155	59	266
16-17	62	163	43	268
17-18	45	249	53	347
TOTAL	445	2050	424	2919

Hours	**TOTAL** E-W	**XING W/L** Ped	Sch	**XING E/L** Ped	Sch
7-8	1140	13	0	36	5
8-9	1192	13	2	28	1
9-10	765	12	0	51	34
15-16	845	20	1	21	0
16-17	966	23	0	24	1
17-18	1262	25	1	27	4
TOTAL	6170	106	4	187	45

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Alameda St

East/West 7th St

Day: Wednesday Date: January 15, 2014 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	501	408	290	296
BIKES	25	28	40	28
BUSES	28	119	110	138

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	214	8.00	293	7.45	144	8.45	242	7.30
PM PK 15 MIN	261	17.15	250	16.15	266	17.30	159	17.30
AM PK HOUR	810	7.45	1130	7.30	498	8.15	878	7.00
PM PK HOUR	957	17.00	962	15.30	939	17.00	603	17.00

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	114	536	82	732	*7-8*	113	793	125	1031	1763	75	3	127	0
8-9	99	601	94	794	*8-9*	102	775	156	1033	1827	46	1	64	8
9-10	92	531	80	703	*9-10*	102	667	142	911	1614	26	5	45	2
15-16	95	573	88	756	*15-16*	122	659	80	861	1617	56	0	89	0
16-17	99	643	101	843	*16-17*	115	776	60	951	1794	66	0	74	1
17-18	106	739	112	957	*17-18*	102	693	42	837	1794	39	0	89	0
TOTAL	605	3623	557	4785	TOTAL	656	4363	605	5624	10409	308	9	488	11

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	62	281	87	430	*7-8*	117	671	90	878	1308	87	4	111	1
8-9	68	312	102	482	*8-9*	121	593	93	807	1289	49	2	50	3
9-10	58	272	120	450	*9-10*	122	556	83	761	1211	25	0	32	3
15-16	87	471	155	713	*15-16*	92	344	91	527	1240	82	0	60	0
16-17	73	542	163	778	*16-17*	79	352	85	516	1294	74	1	79	0
17-18	95	735	109	939	*17-18*	77	408	118	603	1542	59	0	57	1
TOTAL	443	2613	736	3792	TOTAL	608	2924	560	4092	7884	376	7	389	8

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-002 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 1/15/2014

AM

NS/EW Streets:	Alameda St			Alameda St			7th St			7th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
7:00 AM	27	112	19	22	175	19	19	70	19	34	165	19	700
7:15 AM	28	123	20	25	191	30	15	66	29	29	160	20	736
7:30 AM	34	147	22	31	216	29	10	69	16	28	185	29	816
7:45 AM	25	154	21	35	211	47	18	76	23	26	161	22	819
8:00 AM	25	159	30	29	205	48	12	77	17	31	155	22	810
8:15 AM	22	143	17	28	213	38	16	78	23	30	141	22	771
8:30 AM	28	164	22	20	166	30	20	65	30	34	146	29	754
8:45 AM	24	135	25	25	191	40	20	92	32	26	151	20	781
9:00 AM	25	136	22	32	158	48	16	80	26	27	141	18	729
9:15 AM	26	140	18	31	170	32	15	64	29	30	147	21	723
9:30 AM	14	113	23	18	179	27	18	71	29	37	127	15	671
9:45 AM	27	142	17	21	160	35	9	57	36	28	141	29	702

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	305	1668	256	317	2235	423	188	865	309	360	1820	266	9012
APPROACH %'s :	13.68%	74.83%	11.48%	10.66%	75.13%	14.22%	13.80%	63.51%	22.69%	14.72%	74.41%	10.87%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	106	603	90	123	845	162	56	300	79	115	642	95	3216
PEAK HR FACTOR :		0.933			0.964			0.929			0.880		0.982

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-002 | **Day:** Wednesday

TOTALS

City: Los Angeles | **Date:** 1/15/2014

PM

NS/EW Streets:	Alameda St			Alameda St			7th St			7th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	1	2	0	1	2	0	
3:00 PM	23	150	20	27	158	17	22	117	32	18	91	27	702
3:15 PM	31	145	30	23	140	22	21	124	39	26	81	25	707
3:30 PM	22	129	17	38	183	16	31	118	43	25	82	20	724
3:45 PM	19	149	21	34	178	25	13	112	41	23	90	19	724
4:00 PM	30	168	27	28	194	16	21	123	46	23	95	19	790
4:15 PM	25	159	36	28	206	16	22	123	46	14	67	35	777
4:30 PM	22	163	18	27	186	12	15	156	46	19	94	19	777
4:45 PM	22	153	20	32	190	16	15	140	25	23	96	12	744
5:00 PM	23	188	29	33	160	13	24	142	29	22	97	26	786
5:15 PM	35	196	30	26	191	10	19	185	24	17	102	35	870
5:30 PM	21	173	25	25	185	11	20	213	33	20	110	29	865
5:45 PM	27	182	28	18	157	8	32	195	23	18	99	28	815

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	300	1955	301	339	2128	182	255	1748	427	248	1104	294	9281
APPROACH %'s :	11.74%	76.49%	11.78%	12.80%	80.33%	6.87%	10.49%	71.93%	17.57%	15.07%	67.07%	17.86%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	106	739	112	102	693	42	95	735	109	77	408	118	3336
PEAK HR FACTOR :		0.917			0.922			0.883			0.948		0.959

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Alameda St

East/West 8th St

Day: Thursday Date: 02/07/2019 Weather: SUNNY

Hours: Chekrs: NDS

School Day: Yes I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	554	530	210	207
BIKES	19	22	10	7
BUSES	6	7	0	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	256	9.30	244	8.00	57	7.15	60	9.00
PM PK 15 MIN	189	17.45	289	16.15	36	15.00	28	17.15
AM PK HOUR	949	7.15	901	8.00	199	7.15	190	8.15
PM PK HOUR	706	17.00	1090	15.45	110	15.00	91	16.30

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	46	859	20	925	*7-8*	7	694	106	807	1732	20	1	4	1
8-9	38	851	28	917	*8-9*	11	774	116	901	1818	28	0	5	0
9-10	49	766	30	845	*9-10*	18	683	123	824	1669	65	1	1	0
15-16	12	631	14	657	*15-16*	27	894	69	990	1647	6	2	0	0
16-17	9	622	18	649	*16-17*	28	857	97	982	1631	6	0	3	0
17-18	7	667	32	706	*17-18*	20	452	139	611	1317	3	0	2	0
TOTAL	161	4396	142	4699	TOTAL	111	4354	650	5115	9814	128	4	15	1

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	96	41	55	192	*7-8*	39	95	38	172	364	18	1	22	2
8-9	93	41	38	172	*8-9*	36	93	39	168	340	17	1	18	0
9-10	100	41	54	195	*9-10*	53	93	42	188	383	8	0	5	0
15-16	60	16	34	110	*15-16*	39	24	23	86	196	4	5	5	10
16-17	39	25	19	83	*16-17*	12	30	17	59	142	7	0	16	9
17-18	45	24	15	84	*17-18*	21	47	21	89	173	20	0	17	0
TOTAL	433	188	215	836	TOTAL	200	382	180	762	1598	74	7	83	21

Prepared by National Data & Surveying Services

Alameda St & 8th St

Peak Hour Turning Movement Count

ID: 19-05065-001
City: Los Angeles

Day: Thursday
Date: 02/07/2019

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 10:00 AM
NOON	NONE	NONE
PM	03:45 PM - 04:45 PM	03:00 PM - 06:00 PM

Alameda St — SOUTHBOUND

AM	120	753	8	0	1022
NOON	0	0	0	0	0
PM	80	980	30	0	678
	0	3	0	0	

8th St — WESTBOUND

	PM	NOON	AM
0	16	0	38
1	24	0	81
0	21	0	39
0	0	0	0
	69	0	70

8th St — EASTBOUND

AM	NOON	PM	
246	0	111	
0	0	0	0
99	0	38	0
43	0	23	1
57	0	25	0

Alameda St — NORTHBOUND

		0	0	3	0
PM	1026	0	7	624	16
NOON	0	0	0	0	0
AM	849	0	45	885	19

CONTROL

Signalized

	AM	NOON	PM
TEV	2187	0	1884
PHF	0.98		0.96

Cars (AM)

Approach			
Southbound	86	999	5
Eastbound	67	28	29
Westbound	26	58	26
Northbound	37	761	12

HT (AM)

Approach			
Southbound	34	87	3
Eastbound	32	15	28
Westbound	12	23	13
Northbound	8	123	7

Cars (NOON)

Approach			
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

HT (NOON)

Approach			
Southbound	N/A	N/A	N/A
Eastbound	N/A	N/A	N/A
Westbound	N/A	N/A	N/A
Northbound	N/A	N/A	N/A

Cars (PM)

Approach			
Southbound	75	933	29
Eastbound	33	20	25
Westbound	14	21	15
Northbound	5	577	11

HT (PM)

Approach			
Southbound	5	45	1
Eastbound	5	3	0
Westbound	2	3	6
Northbound	2	44	5

Pedestrians (Crosswalks)

Crosswalk	PM	NOON	AM	AM	NOON	PM
North	0	0	0	3	0	2
South	5	0	6	15	0	0

Crosswalk	PM	NOON	AM	AM	NOON	PM
West	2	0	15	5	0	5
East	16	0	14	11	0	16

Corner	PM	NOON	AM
Northwest	0	0	0
Northeast	0	0	0
Southwest	0	0	0
Southeast	0	0	0

National Data & Surveying Services **Intersection Turning Movement Count**

Location: Alameda St & 8th St
City: Los Angeles
Control: Signalized

Project ID: 19-05065-001
Date: 2/7/2019

Total

NS/EW Streets:	Alameda St				Alameda St				8th St				8th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	194	7	1	1	145	24	0	17	7	9	0	9	33	10	0	467
7:15 AM	17	211	2	0	1	187	30	0	28	14	15	0	16	21	8	0	550
7:30 AM	8	240	4	0	4	164	26	0	26	8	14	0	8	19	11	0	532
7:45 AM	10	214	7	0	1	198	26	0	25	12	17	0	6	22	9	0	547
8:00 AM	10	220	6	0	2	204	38	0	20	9	11	0	9	19	10	0	558
8:15 AM	8	212	7	0	0	203	22	0	24	10	6	0	10	31	10	0	543
8:30 AM	8	195	6	0	6	167	27	0	24	10	11	0	5	18	9	0	486
8:45 AM	12	224	9	0	3	200	29	0	25	12	10	0	12	25	10	0	571
9:00 AM	6	182	4	0	5	170	31	0	30	9	10	0	8	32	20	0	507
9:15 AM	17	180	8	0	3	178	30	0	21	10	16	0	12	18	7	0	500
9:30 AM	16	230	10	0	5	174	36	0	32	7	12	0	17	15	9	0	563
9:45 AM	10	174	8	0	5	161	26	0	17	15	16	0	16	28	6	0	482
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	132	2476	78	1	36	2151	345	0	289	123	147	0	128	281	119	0	6306
APPROACH %'s :	4.91%	92.15%	2.90%	0.04%	1.42%	84.95%	13.63%	0.00%	51.70%	22.00%	26.30%	0.00%	24.24%	53.22%	22.54%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	45	885	19	0	8	753	120	0	99	43	57	0	39	81	38	0	2187
PEAK HR FACTOR :	0.662	0.922	0.679	0.000	0.500	0.923	0.789	0.000	0.884	0.768	0.838	0.000	0.609	0.920	0.864	0.000	0.980
	0.941				0.903				0.873				0.878				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	3	0	0	0	3	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	3	156	3	1	4	220	16	0	21	8	7	0	14	4	9	0	466
3:15 PM	4	148	7	0	7	212	22	0	14	4	12	0	10	9	2	0	451
3:30 PM	4	155	3	0	7	209	16	1	17	1	7	0	4	6	7	0	437
3:45 PM	0	172	1	0	8	253	15	0	8	3	8	0	11	5	5	0	489
4:00 PM	1	150	4	0	2	265	14	0	13	4	7	0	2	3	4	0	469
4:15 PM	2	143	3	0	12	252	25	0	11	7	6	0	3	4	4	0	472
4:30 PM	4	159	8	0	8	210	26	0	6	9	4	0	5	12	3	0	454
4:45 PM	1	170	3	1	5	130	32	1	9	5	2	0	2	11	6	0	378
5:00 PM	3	161	7	0	6	126	38	0	10	9	6	0	4	14	6	0	390
5:15 PM	1	149	12	0	6	136	35	0	9	4	4	0	6	16	6	0	384
5:30 PM	2	174	8	0	6	99	36	0	14	4	1	0	3	10	6	0	363
5:45 PM	1	183	5	0	2	91	30	0	12	7	4	0	8	7	3	0	353
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	1920	64	2	73	2203	305	2	144	65	68	0	72	101	61	0	5106
APPROACH %'s :	1.29%	95.43%	3.18%	0.10%	2.83%	85.29%	11.81%	0.08%	51.99%	23.47%	24.55%	0.00%	30.77%	43.16%	26.07%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	7	624	16	0	30	980	80	0	38	23	25	0	21	24	16	0	1884
PEAK HR FACTOR :	0.438	0.907	0.500	0.000	0.625	0.925	0.769	0.000	0.731	0.639	0.781	0.000	0.477	0.500	0.800	0.000	0.963
	0.935				0.943				0.896				0.726				

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Alameda St

East/West Olympic Blvd

Day: WEDNESDAY Date: March 20, 2013 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	577	511	506	379
BIKES	21	22	60	41
BUSES	18	17	53	57

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	294	9.15	300	9.15	264	9.30	288	8.45
PM PK 15 MIN	284	17.45	285	16.30	368	17.00	257	17.15
AM PK HOUR	1023	8.45	1040	8.45	997	8.45	1071	7.15
PM PK HOUR	1026	17.00	1087	16.15	1421	16.45	934	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	101	592	73	766
8-9	128	711	87	926
9-10	150	714	142	1006
15-16	90	593	111	794
16-17	88	709	123	920
17-18	100	790	136	1026
TOTAL	657	4109	672	5438

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	89	613	79	781
8-9	104	684	138	926
9-10	145	690	137	972
15-16	122	829	114	1065
16-17	119	837	118	1074
17-18	105	815	97	1017
TOTAL	684	4468	683	5835

	TOTAL	**XING S/L**		**XING N/L**	
Hours	N-S	Ped	Sch	Ped	Sch
7-8	1547	13	17	17	0
8-9	1852	8	2	7	1
9-10	1978	5	2	8	0
15-16	1859	8	0	6	0
16-17	1994	14	0	15	0
17-18	2043	10	0	33	0
TOTAL	11273	58	21	86	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	64	548	54	666
8-9	76	661	65	802
9-10	109	781	91	981
15-16	82	1000	102	1184
16-17	99	1060	78	1237
17-18	80	1262	70	1412
TOTAL	510	5312	460	6282

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	102	844	54	1000
8-9	127	845	66	1038
9-10	100	697	54	851
15-16	94	605	45	744
16-17	82	580	47	709
17-18	92	789	53	934
TOTAL	597	4360	319	5276

	TOTAL	**XING W/L**		**XING E/L**	
Hours	E-W	Ped	Sch	Ped	Sch
7-8	1666	96	5	15	6
8-9	1840	27	4	10	2
9-10	1832	15	0	13	0
15-16	1928	14	0	8	0
16-17	1946	21	0	21	0
17-18	2346	26	0	16	0
TOTAL	11558	199	9	83	8

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mateo St

East/West 6th St

Day: TUESDAY Date: June 17, 2014 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	79	84	127	58
BIKES	19	20	39	42
BUSES	10	18	87	101

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	39	7.45	68	8.00	85	8.45	243	7.30
PM PK 15 MIN	67	17.30	65	16.30	263	17.15	69	17.15
AM PK HOUR	124	7.30	248	7.30	299	7.30	860	7.15
PM PK HOUR	204	17.00	201	16.30	866	17.00	256	17.00

NORTHBOUND Approach / **SOUTHBOUND Approach** / **TOTAL** / **XING S/L** / **XING N/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	N-S	Ped (S/L)	Sch (S/L)	Ped (N/L)	Sch (N/L)
7-8	39	65	6	110	*7-8*	13	170	32	215	325	12	0	8	0
8-9	31	72	11	114	*8-9*	15	165	38	218	332	10	0	10	0
9-10	36	67	7	110	*9-10*	6	89	55	150	260	5	0	7	0
15-16	37	94	21	152	*15-16*	27	112	46	185	337	8	0	7	0
16-17	19	80	23	122	*16-17*	35	115	41	191	313	5	0	5	0
17-18	42	123	39	204	*17-18*	31	110	40	181	385	10	0	8	0
TOTAL	204	501	107	812	TOTAL	127	761	252	1140	1952	50	0	45	0

EASTBOUND Approach / **WESTBOUND Approach** / **TOTAL** / **XING W/L** / **XING E/L**

Hours	Lt	Th	Rt	Total	Hours	Lt	Th	Rt	Total	E-W	Ped (W/L)	Sch (W/L)	Ped (E/L)	Sch (E/L)
7-8	37	147	84	268	*7-8*	38	722	70	830	1098	35	0	6	0
8-9	50	159	83	292	*8-9*	36	620	61	717	1009	27	0	6	0
9-10	46	163	74	283	*9-10*	9	311	41	361	644	19	0	8	0
15-16	53	385	79	517	*15-16*	6	161	19	186	703	15	0	4	0
16-17	58	542	70	670	*16-17*	21	177	16	214	884	15	0	16	0
17-18	62	734	70	866	*17-18*	13	218	25	256	1122	35	0	11	0
TOTAL	306	2130	460	2896	TOTAL	123	2209	232	2564	5460	146	0	51	0

City Of Los Angeles
Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Mateo St

East/West 7th St

Day: Wednesday Date: January 15, 2014 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	156	142	304	283
BIKES	17	14	27	27
BUSES	12	12	143	126

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	69	9.45	75	8.00	129	9.00	233	7.30
PM PK 15 MIN	87	17.15	67	15.00	257	17.30	137	17.30
AM PK HOUR	235	9.00	282	7.45	473	8.45	875	7.15
PM PK HOUR	318	17.00	249	15.30	916	17.00	464	16.45

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	75	96	36	207	*7-8*	25	117	39	181	388	28	0	11	0
8-9	60	100	37	197	*8-9*	49	179	53	281	478	14	0	22	0
9-10	83	108	44	235	*9-10*	54	120	43	217	452	14	0	9	0
15-16	55	89	50	194	*15-16*	35	165	35	235	429	40	0	17	0
16-17	59	101	48	208	*16-17*	39	142	43	224	432	40	0	13	0
17-18	107	158	53	318	*17-18*	48	116	28	192	510	44	0	20	0
TOTAL	439	652	268	1359	TOTAL	250	839	241	1330	2689	180	0	92	0

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	22	304	62	388	*7-8*	76	748	32	856	1244	15	0	14	0
8-9	28	366	58	452	*8-9*	91	693	41	825	1277	32	0	14	0
9-10	33	382	49	464	*9-10*	44	669	41	754	1218	10	0	8	0
15-16	55	548	61	664	*15-16*	33	364	22	419	1083	36	0	14	0
16-17	57	658	56	771	*16-17*	33	346	26	405	1176	34	0	29	0
17-18	63	790	63	916	*17-18*	45	382	30	457	1373	21	0	34	0
TOTAL	258	3048	349	3655	TOTAL	322	3202	192	3716	7371	148	0	113	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-003 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 1/15/2014

AM

NS/EW Streets:	Mateo St			Mateo St			7th St			7th St			
	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	
7:00 AM	18	19	9	6	16	8	4	78	10	18	177	7	370
7:15 AM	12	25	8	4	29	12	8	72	15	20	193	4	402
7:30 AM	18	29	12	5	29	8	6	81	17	21	201	11	438
7:45 AM	27	23	7	10	43	11	4	73	20	17	177	10	422
8:00 AM	13	26	17	6	55	14	10	87	17	23	185	13	466
8:15 AM	12	31	8	13	47	11	5	95	17	30	167	9	445
8:30 AM	16	23	5	13	47	12	6	89	9	19	176	10	425
8:45 AM	19	20	7	17	30	16	7	95	15	19	165	9	419
9:00 AM	14	26	7	14	26	14	8	108	13	11	163	8	412
9:15 AM	20	21	16	12	38	10	8	98	12	10	175	9	429
9:30 AM	18	32	12	15	31	6	7	91	11	15	159	8	405
9:45 AM	31	29	9	13	25	13	10	85	13	8	172	16	424

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	218	304	117	128	416	135	83	1052	169	211	2110	114	5057
APPROACH %'s :	34.12%	47.57%	18.31%	18.85%	61.27%	19.88%	6.37%	80.67%	12.96%	8.67%	86.65%	4.68%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	70	109	44	34	174	44	25	336	71	91	730	43	1771
PEAK HR FACTOR :		0.945			0.840			0.923			0.927		0.950

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-003 | **Day:** Wednesday

TOTALS

City: Los Angeles | **Date:** 1/15/2014

PM

NS/EW Streets:	Mateo St			Mateo St			7th St			7th St			
	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	
3:00 PM	18	17	16	16	39	12	11	131	18	10	93	11	392
3:15 PM	11	29	12	8	27	7	14	138	14	8	88	0	356
3:30 PM	16	19	16	7	50	9	17	141	17	11	83	8	394
3:45 PM	10	24	6	4	49	7	13	138	12	4	100	3	370
4:00 PM	17	32	17	11	39	7	12	154	14	11	97	10	421
4:15 PM	16	16	11	9	41	16	16	157	15	7	71	7	382
4:30 PM	7	30	10	10	37	10	15	179	14	8	91	6	417
4:45 PM	19	23	10	9	25	10	14	168	13	7	87	3	388
5:00 PM	27	33	18	17	33	11	10	175	9	16	84	10	443
5:15 PM	26	50	11	9	27	7	21	183	20	10	102	8	474
5:30 PM	23	44	11	17	31	3	15	228	14	13	119	5	523
5:45 PM	31	31	13	5	25	7	17	204	20	6	77	7	443

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	221	348	151	122	423	106	175	1996	180	111	1092	78	5003
APPROACH %'s :	30.69%	48.33%	20.97%	18.74%	64.98%	16.28%	7.44%	84.90%	7.66%	8.67%	85.25%	6.09%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	107	158	53	48	116	28	63	790	63	45	382	30	1883
PEAK HR FACTOR :		0.914			0.787			0.891			0.834		0.900

CONTROL : Signalized

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Mateo Street
E/W: Olympic Boulevard
Weather: Clear

File Name : LACMAOLAM
Site Code : 16614156
Start Date : 4/10/2014
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Mateo Street Southbound				Olympic Boulevard Westbound				Mateo Street Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	2	96	138	2	206	19	227	0	2	2	4	23	83	1	107	476
07:15 AM	43	0	74	117	0	209	16	225	0	2	1	3	21	67	2	90	435
07:30 AM	46	0	67	113	0	235	18	253	1	0	0	1	24	105	0	129	496
07:45 AM	53	2	84	139	0	237	27	264	2	1	0	3	22	121	4	147	553
Total	182	4	321	507	2	887	80	969	3	5	3	11	90	376	7	473	1960
08:00 AM	56	3	66	125	1	201	31	233	0	0	1	1	21	120	1	142	501
08:15 AM	50	0	72	122	0	242	24	266	0	3	0	3	23	130	0	153	544
08:30 AM	37	1	74	112	0	197	23	220	0	1	1	2	32	104	2	138	472
08:45 AM	40	1	63	104	1	218	24	243	1	0	0	1	25	99	1	125	473
Total	183	5	275	463	2	858	102	962	1	4	2	7	101	453	4	558	1990
09:00 AM	34	2	71	107	0	217	23	240	1	2	2	5	18	120	1	139	491
09:15 AM	41	1	71	113	0	197	24	221	0	2	0	2	18	125	1	144	480
09:30 AM	32	0	71	103	1	166	24	191	0	1	0	1	29	117	1	147	442
09:45 AM	37	1	64	102	2	188	17	207	1	1	1	3	25	132	5	162	474
Total	144	4	277	425	3	768	88	859	2	6	3	11	90	494	8	592	1887
Grand Total	509	13	873	1395	7	2513	270	2790	6	15	8	29	281	1323	19	1623	5837
Apprch %	36.5	0.9	62.6		0.3	90.1	9.7		20.7	51.7	27.6		17.3	81.5	1.2		
Total %	8.7	0.2	15	23.9	0.1	43.1	4.6	47.8	0.1	0.3	0.1	0.5	4.8	22.7	0.3	27.8	
Passenger Vehicles	419	7	781	1207	5	2265	195	2465	3	9	4	16	213	1136	11	1360	5048
% Passenger Vehicles	82.3	53.8	89.5	86.5	71.4	90.1	72.2	88.4	50	60	50	55.2	75.8	85.9	57.9	83.8	86.5
Dual Wheeled	90	6	91	187	2	227	74	303	3	6	4	13	67	161	8	236	739
% Dual Wheeled	17.7	46.2	10.4	13.4	28.6	9	27.4	10.9	50	40	50	44.8	23.8	12.2	42.1	14.5	12.7
Buses	0	0	1	1	0	21	1	22	0	0	0	0	1	26	0	27	50
% Buses	0	0	0.1	0.1	0	0.8	0.4	0.8	0	0	0	0	0.4	2	0	1.7	0.9

	Mateo Street Southbound				Olympic Boulevard Westbound				Mateo Street Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	46	0	67	113	0	235	18	253	1	0	0	1	**24**	105	0	129	496
07:45 AM	53	2	**84**	**139**	0	237	27	264	**2**	1	0	**3**	22	121	**4**	147	**553**
08:00 AM	**56**	**3**	66	125	**1**	201	**31**	233	0	0	**1**	1	21	120	1	142	501
08:15 AM	50	0	72	122	0	**242**	24	**266**	0	**3**	0	3	23	**130**	0	**153**	544
Total Volume	205	5	289	499	1	915	100	1016	3	4	1	8	90	476	5	571	2094
% App. Total	41.1	1	57.9		0.1	90.1	9.8		37.5	50	12.5		15.8	83.4	0.9		
PHF	.915	.417	.860	.897	.250	.945	.806	.955	.375	.333	.250	.667	.938	.915	.313	.933	.947

Counts Unlimited, Inc.
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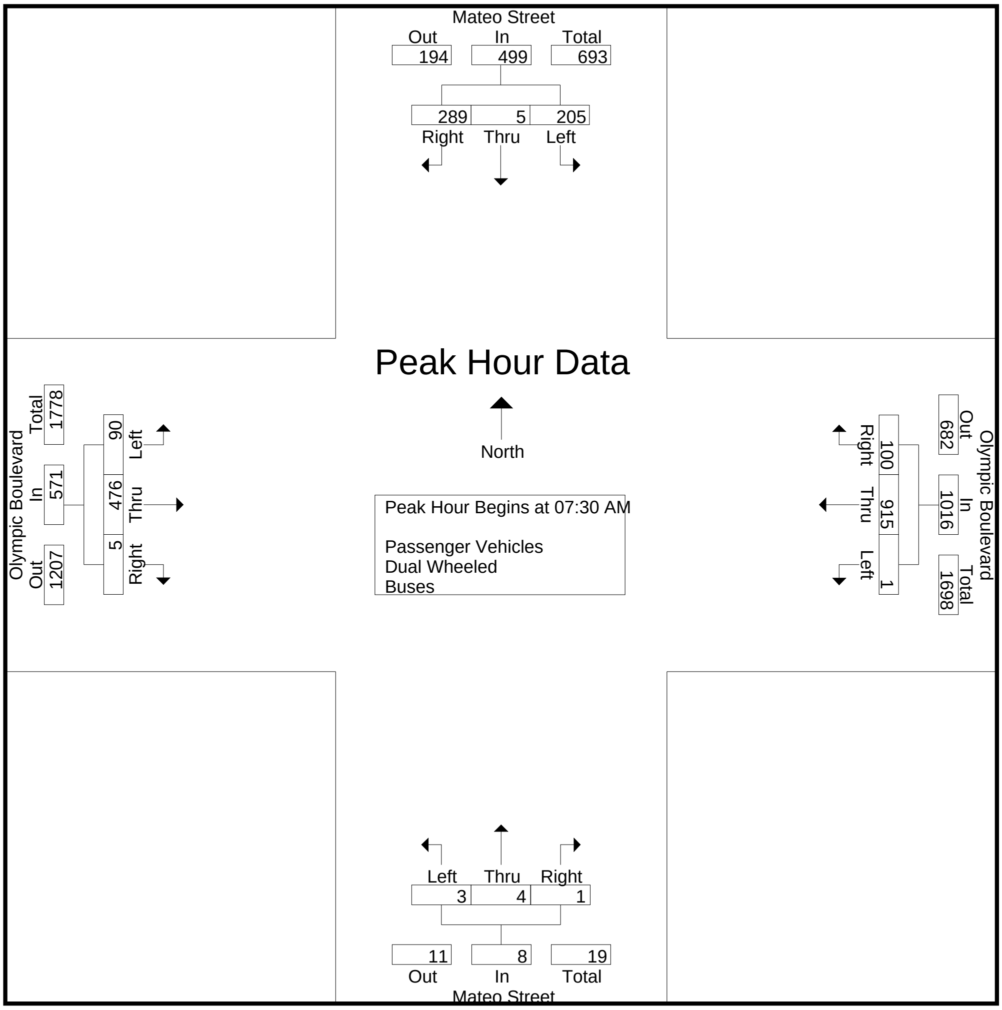
City of Los Angeles
N/S: Mateo Street
E/W: Olympic Boulevard
Weather: Clear

File Name : LACMAOLAM
Site Code : 16614156
Start Date : 4/10/2014
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	46	0	67	113	0	235	18	253	1	0	0	1	**24**	105	0	129
+15 mins.	53	2	**84**	**139**	0	237	27	264	**2**	1	0	**3**	22	121	**4**	147
+30 mins.	**56**	**3**	66	125	**1**	201	**31**	233	0	0	**1**	1	21	120	1	142
+45 mins.	50	0	72	122	0	**242**	24	**266**	0	**3**	0	3	23	**130**	0	**153**
Total Volume	205	5	289	499	1	915	100	1016	3	4	1	8	90	476	5	571
% App. Total	41.1	1	57.9		0.1	90.1	9.8		37.5	50	12.5		15.8	83.4	0.9	
PHF	.915	.417	.860	.897	.250	.945	.806	.955	.375	.333	.250	.667	.938	.915	.313	.933

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City of Los Angeles
N/S: Mateo Street
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File Name : LACMAOLPM
Site Code : 16614156
Start Date : 4/10/2014
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Mateo Street Southbound				Olympic Boulevard Westbound				Mateo Street Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	49	1	42	92	1	149	27	177	1	0	0	1	26	178	3	207	477
03:15 PM	54	0	43	97	0	129	16	145	0	0	1	1	31	207	3	241	484
03:30 PM	52	0	39	91	0	159	19	178	1	2	0	3	24	218	1	243	515
03:45 PM	45	0	34	79	0	148	34	182	0	0	0	0	25	216	0	241	502
Total	200	1	158	359	1	585	96	682	2	2	1	5	106	819	7	932	1978
04:00 PM	49	1	47	97	3	162	23	188	1	0	0	1	33	213	0	246	532
04:15 PM	46	2	45	93	1	158	11	170	0	1	4	5	26	214	0	240	508
04:30 PM	51	0	37	88	2	155	19	176	0	0	0	0	38	228	0	266	530
04:45 PM	48	2	37	87	2	137	18	157	1	0	2	3	20	251	0	271	518
Total	194	5	166	365	8	612	71	691	2	1	6	9	117	906	0	1023	2088
05:00 PM	48	4	67	119	2	168	11	181	0	2	1	3	40	242	0	282	585
05:15 PM	32	2	56	90	1	125	15	141	0	0	2	2	25	197	0	222	455
05:30 PM	52	3	74	129	1	172	18	191	1	0	0	1	29	263	3	295	616
05:45 PM	51	0	66	117	0	167	13	180	1	1	0	2	26	254	0	280	579
Total	183	9	263	455	4	632	57	693	2	3	3	8	120	956	3	1079	2235
Grand Total	577	15	587	1179	13	1829	224	2066	6	6	10	22	343	2681	10	3034	6301
Apprch %	48.9	1.3	49.8		0.6	88.5	10.8		27.3	27.3	45.5		11.3	88.4	0.3		
Total %	9.2	0.2	9.3	18.7	0.2	29	3.6	32.8	0.1	0.1	0.2	0.3	5.4	42.5	0.2	48.2	
Passenger Vehicles	514	9	514	1037	6	1716	184	1906	5	3	6	14	305	2533	5	2843	5800
% Passenger Vehicles	89.1	60	87.6	88	46.2	93.8	82.1	92.3	83.3	50	60	63.6	88.9	94.5	50	93.7	92
Dual Wheeled	62	6	71	139	7	80	39	126	1	3	4	8	37	126	5	168	441
% Dual Wheeled	10.7	40	12.1	11.8	53.8	4.4	17.4	6.1	16.7	50	40	36.4	10.8	4.7	50	5.5	7
Buses	1	0	2	3	0	33	1	34	0	0	0	0	1	22	0	23	60
% Buses	0.2	0	0.3	0.3	0	1.8	0.4	1.6	0	0	0	0	0.3	0.8	0	0.8	1

	Mateo Street Southbound				Olympic Boulevard Westbound				Mateo Street Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	48	**4**	67	119	**2**	168	11	181	0	**2**	1	**3**	**40**	242	0	282	585
05:15 PM	32	2	56	90	1	125	15	141	0	0	**2**	2	25	197	0	222	455
05:30 PM	**52**	3	**74**	**129**	1	**172**	**18**	**191**	**1**	0	0	1	29	**263**	**3**	**295**	**616**
05:45 PM	51	0	66	117	0	167	13	180	1	1	0	2	26	254	0	280	579
Total Volume	183	9	263	455	4	632	57	693	2	3	3	8	120	956	3	1079	2235
% App. Total	40.2	2	57.8		0.6	91.2	8.2		25	37.5	37.5		11.1	88.6	0.3		
PHF	.880	.563	.889	.882	.500	.919	.792	.907	.500	.375	.375	.667	.750	.909	.250	.914	.907

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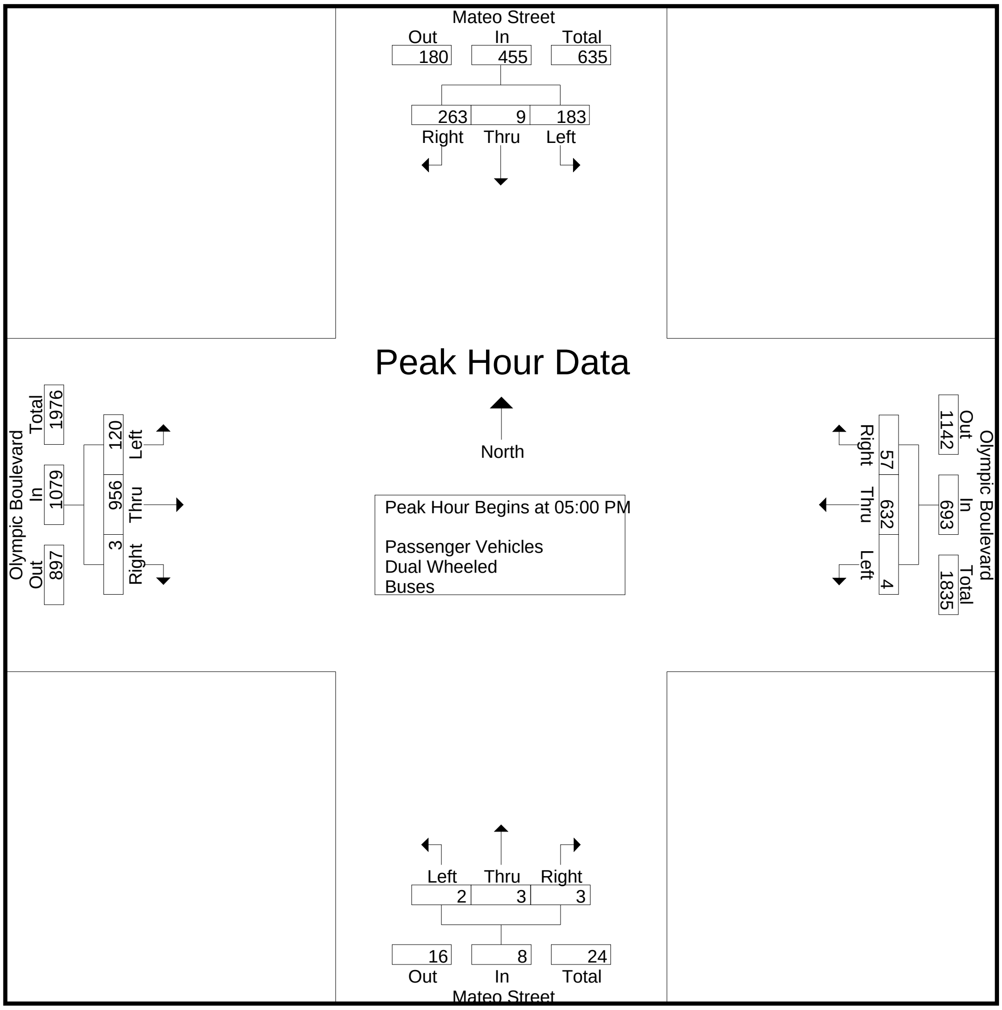
File Name : LACMAOLPM
Site Code : 16614156
Start Date : 4/10/2014



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	48	**4**	67	119	**2**	168	11	181	0	**2**	1	**3**	**40**	242	0	282
+15 mins.	32	2	56	90	1	125	15	141	0	0	**2**	2	25	197	0	222
+30 mins.	**52**	3	**74**	**129**	1	**172**	**18**	**191**	**1**	0	0	1	29	**263**	**3**	**295**
+45 mins.	51	0	66	117	0	167	13	180	1	1	0	2	26	254	0	280
Total Volume	183	9	263	455	4	632	57	693	2	3	3	8	120	956	3	1079
% App. Total	40.2	2	57.8		0.6	91.2	8.2		25	37.5	37.5		11.1	88.6	0.3	
PHF	.880	.563	.889	.882	.500	.919	.792	.907	.500	.375	.375	.667	.750	.909	.250	.914

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Santa Fe Ave

East/West 7th St

Day: TUESDAY Date: June 17, 2014 Weather: SUNNY

Hours: 7-10AM & 3-6PM Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	309	177	365	431
BIKES	20	15	13	18
BUSES	80	2	131	55

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	149	7.30	64	8.45	137	9.45	285	7.45
PM PK 15 MIN	168	17.30	101	16.30	234	17.45	166	17.00
AM PK HOUR	546	7.15	202	8.45	475	9.00	1032	7.30
PM PK HOUR	574	17.00	363	16.30	865	17.00	562	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	150	268	102	520
8-9	125	220	145	490
9-10	127	197	137	461
15-16	117	197	157	471
16-17	119	263	156	538
17-18	101	318	155	574
TOTAL	739	1463	852	3054

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	80	10	111
8-9	40	120	12	172
9-10	20	143	13	176
15-16	43	258	14	315
16-17	63	269	14	346
17-18	55	254	22	331
TOTAL	242	1124	85	1451

	TOTAL	XING S/L		XING N/L	
Hours	N-S	Ped	Sch	Ped	Sch
7-8	631	7	0	7	0
8-9	662	10	0	5	0
9-10	637	18	0	5	0
15-16	786	21	0	12	0
16-17	884	16	0	2	0
17-18	905	30	0	16	0
TOTAL	4505	102	0	47	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	270	111	397
8-9	17	316	95	428
9-10	19	368	88	475
15-16	23	505	137	665
16-17	22	588	150	760
17-18	27	665	173	865
TOTAL	124	2712	754	3590

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	224	666	119	1009
8-9	184	671	122	977
9-10	196	569	91	856
15-16	163	263	45	471
16-17	172	274	37	483
17-18	199	302	54	555
TOTAL	1138	2745	468	4351

	TOTAL	XING W/L		XING E/L	
Hours	E-W	Ped	Sch	Ped	Sch
7-8	1406	8	0	0	0
8-9	1405	16	0	0	0
9-10	1331	13	0	0	0
15-16	1136	21	0	0	0
16-17	1243	13	0	0	0
17-18	1420	18	0	0	0
TOTAL	7941	89	0	0	0

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Santa Fe Ave

East/West 8th St

Day: Wednesday Date: January 15, 2014 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	377	354	340	11
BIKES	14	26	0	1
BUSES	100	88	2	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	217	8.30	148	7.45	115	7.45	13	8.00
PM PK 15 MIN	184	17.15	195	15.30	133	17.30	15	16.30
AM PK HOUR	799	8.00	546	7.30	392	7.00	36	7.45
PM PK HOUR	704	16.45	696	16.30	444	17.00	39	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	238	513	14	765	*7-8*	17	325	178	520	1285	12	0	21	0
8-9	259	525	15	799	*8-9*	7	316	152	475	1274	13	0	10	0
9-10	205	419	14	638	*9-10*	12	321	133	466	1104	0	0	0	0
15-16	236	399	13	648	*15-16*	9	421	164	594	1242	9	0	11	0
16-17	274	387	11	672	*16-17*	13	465	148	626	1298	15	0	10	0
17-18	219	469	12	700	*17-18*	5	487	179	671	1371	8	1	10	0
TOTAL	1431	2712	79	4222	TOTAL	63	2335	954	3352	7574	57	1	62	0

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	20	9	363	392	*7-8*	3	4	11	18	410	7	0	22	0
8-9	27	6	251	284	*8-9*	7	7	20	34	318	14	0	11	0
9-10	50	5	275	330	*9-10*	2	6	11	19	349	3	0	6	0
15-16	40	9	304	353	*15-16*	12	6	21	39	392	2	0	8	0
16-17	43	16	274	333	*16-17*	13	8	16	37	370	6	0	14	0
17-18	47	14	383	444	*17-18*	9	7	15	31	475	13	1	12	0
TOTAL	227	59	1850	2136	TOTAL	46	38	94	178	2314	45	1	73	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-007 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 1/15/2014

AM

NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			8th St			8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
7:00 AM	63	118	1	3	71	43	6	0	99	0	1	3	408
7:15 AM	60	113	3	5	77	38	4	1	85	1	1	3	391
7:30 AM	57	144	3	4	86	45	4	2	76	0	1	2	424
7:45 AM	58	138	7	5	91	52	6	6	103	2	1	3	472
8:00 AM	64	125	7	0	75	45	8	1	60	3	3	7	398
8:15 AM	63	114	1	5	92	46	6	3	68	2	2	5	407
8:30 AM	66	147	4	2	80	33	7	2	62	1	1	6	411
8:45 AM	66	139	3	0	69	28	6	0	61	1	1	2	376
9:00 AM	47	107	4	1	89	39	11	0	65	1	3	4	371
9:15 AM	58	99	2	2	84	35	13	2	64	0	1	3	363
9:30 AM	47	111	5	5	72	27	15	1	85	1	0	3	372
9:45 AM	53	102	3	4	76	32	11	2	61	0	2	1	347

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	702	1457	43	36	962	463	97	20	889	12	17	42	4740
APPROACH %'s :	31.88%	66.17%	1.95%	2.46%	65.85%	31.69%	9.64%	1.99%	88.37%	16.90%	23.94%	59.15%	

PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	242	521	18	14	344	188	24	12	307	7	7	17	1701
PEAK HR FACTOR :		0.957			0.922			0.746			0.596		0.901

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-007 **Day:** Wednesday

TOTALS

City: Los Angeles **Date:** 1/15/2014

PM

NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			8th St			8th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
3:00 PM	63	95	4	3	101	33	17	2	73	3	1	6	401
3:15 PM	67	100	2	2	87	38	9	3	64	1	2	4	379
3:30 PM	44	95	4	2	140	53	4	2	84	4	2	7	441
3:45 PM	62	109	3	2	93	40	10	2	83	4	1	4	413
4:00 PM	73	84	4	3	119	44	5	3	76	0	0	5	416
4:15 PM	73	99	3	4	88	32	12	8	65	3	3	4	394
4:30 PM	69	93	2	2	128	39	11	2	62	7	5	3	423
4:45 PM	59	111	2	4	130	33	15	3	71	3	0	4	435
5:00 PM	59	120	2	4	124	58	11	2	91	2	2	3	478
5:15 PM	53	129	2	0	135	39	11	2	90	3	0	3	467
5:30 PM	47	117	3	1	120	45	17	5	111	1	1	4	472
5:45 PM	60	103	5	0	108	37	8	5	91	3	4	5	429

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	729	1255	36	27	1373	491	130	39	961	34	21	52	5148
APPROACH %'s :	36.09%	62.13%	1.78%	1.43%	72.61%	25.97%	11.50%	3.45%	85.04%	31.78%	19.63%	48.60%	

PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	218	477	9	9	509	175	54	12	363	9	3	14	1852
PEAK HR FACTOR :		0.957			0.931			0.806			0.929		0.969

CONTROL : Signalized

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:
North/South Santa Fe Ave

East/West Porter St

Day: Wednesday Date: January 15, 2014 Weather: SUNNY

Hours: 7-10 & 3-6 Chekrs: NDS

School Day: YES District: I/S CODE

	N/B	S/B	E/B	W/B
DUAL-WHEELED	721	625	186	127
BIKES	15	20	1	4
BUSES	101	91	3	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	261	7.30	215	8.15	202	8.00	43	8.00
PM PK 15 MIN	285	17.15	234	17.15	87	15.15	65	15.00
AM PK HOUR	1006	7.00	768	8.45	678	7.45	134	7.15
PM PK HOUR	1032	16.00	902	17.00	323	15.15	185	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	344	646	16	1006
8-9	299	645	21	965
9-10	272	528	10	810
15-16	378	543	30	951
16-17	433	576	23	1032
17-18	407	576	14	997
TOTAL	2133	3514	114	5761

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	32	696	32	760
8-9	29	651	52	732
9-10	19	663	71	753
15-16	38	719	82	839
16-17	30	748	74	852
17-18	18	803	81	902
TOTAL	166	4280	392	4838

	TOTAL	**XING S/L**		**XING N/L**	
Hours	N-S	Ped	Sch	Ped	Sch
7-8	1766	0	0	7	0
8-9	1697	0	0	7	0
9-10	1563	2	0	4	0
15-16	1790	0	0	2	0
16-17	1884	0	0	5	0
17-18	1899	0	0	5	0
TOTAL	10599	2	0	30	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	81	29	391	501
8-9	110	56	500	666
9-10	107	25	318	450
15-16	49	31	236	316
16-17	41	30	246	317
17-18	31	16	187	234
TOTAL	419	187	1878	2484

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	31	41	41	113
8-9	32	36	50	118
9-10	25	37	24	86
15-16	41	91	50	182
16-17	42	77	44	163
17-18	63	70	52	185
TOTAL	234	352	261	847

	TOTAL	**XING W/L**		**XING E/L**	
Hours	E-W	Ped	Sch	Ped	Sch
7-8	614	4	0	20	0
8-9	784	4	0	19	1
9-10	536	4	0	13	1
15-16	498	3	0	8	1
16-17	480	3	0	19	0
17-18	419	9	0	23	1
TOTAL	3331	27	0	102	4

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-009 | **Day:** Wednesday

TOTALS

City: Los Angeles | **Date:** 1/15/2014

AM

NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			Porter St			Porter St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0.5	0.5	1	0	1	0	
7:00 AM	75	165	4	7	180	6	17	7	83	7	6	9	566
7:15 AM	90	156	3	5	186	6	14	6	88	5	11	12	582
7:30 AM	90	168	3	6	175	8	22	4	78	10	11	13	588
7:45 AM	89	157	6	14	155	12	28	12	142	9	13	7	644
8:00 AM	73	159	4	4	156	7	25	23	154	12	13	18	648
8:15 AM	76	152	7	10	195	10	19	15	99	6	6	11	606
8:30 AM	77	176	6	5	139	14	25	11	125	9	10	17	614
8:45 AM	73	158	4	10	161	21	41	7	122	5	7	4	613
9:00 AM	61	132	2	5	180	13	27	7	94	9	10	7	547
9:15 AM	73	134	1	6	151	22	22	7	76	10	6	11	519
9:30 AM	74	128	4	4	181	14	31	4	75	3	13	2	533
9:45 AM	64	134	3	4	151	22	27	7	73	3	8	4	500

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	915	1819	47	80	2010	155	298	110	1209	88	114	115	6960
APPROACH %'s :	32.90%	65.41%	1.69%	3.56%	89.53%	6.90%	18.43%	6.80%	74.77%	27.76%	35.96%	36.28%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	315	644	23	33	645	43	97	61	520	36	42	53	2512
PEAK HR FACTOR :		0.948			0.838			0.839			0.762		0.969

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5018-009 | **Day:** Wednesday

TOTALS

City: Los Angeles | **Date:** 1/15/2014

PM

NS/EW Streets:	Santa Fe Ave			Santa Fe Ave			Porter St			Porter St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	2	0	0.5	0.5	1	0	1	0	
3:00 PM	100	128	8	8	156	22	9	6	60	7	39	19	562
3:15 PM	89	144	9	10	185	24	18	12	57	9	13	13	583
3:30 PM	100	124	9	8	183	22	12	6	60	12	20	9	565
3:45 PM	89	147	4	12	195	14	10	7	59	13	19	9	578
4:00 PM	118	136	8	12	190	18	18	7	57	11	19	6	600
4:15 PM	107	143	4	4	182	12	7	9	59	10	17	9	563
4:30 PM	99	134	4	6	193	23	7	10	70	13	24	21	604
4:45 PM	109	163	7	8	183	21	9	4	60	8	17	8	597
5:00 PM	78	138	4	7	195	29	10	4	54	22	9	13	563
5:15 PM	117	165	3	5	212	17	7	7	32	8	21	11	605
5:30 PM	100	130	1	3	198	12	8	4	52	25	22	16	571
5:45 PM	112	143	6	3	198	23	6	1	49	8	18	12	579

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1218	1695	67	86	2270	237	121	77	669	146	238	146	6970
APPROACH %'s :	40.87%	56.88%	2.25%	3.32%	87.54%	9.14%	13.96%	8.88%	77.16%	27.55%	44.91%	27.55%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	403	600	18	26	783	90	33	25	216	51	71	53	2369
PEAK HR FACTOR :		0.896			0.960			0.787			0.754		0.979

CONTROL : Signalized

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Santa Fe Avenue
E/W: Olympic Boulevard
Weather: Clear

File Name : LACSFOLAM
Site Code : 16614156
Start Date : 4/10/2014
Page No : 1

Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

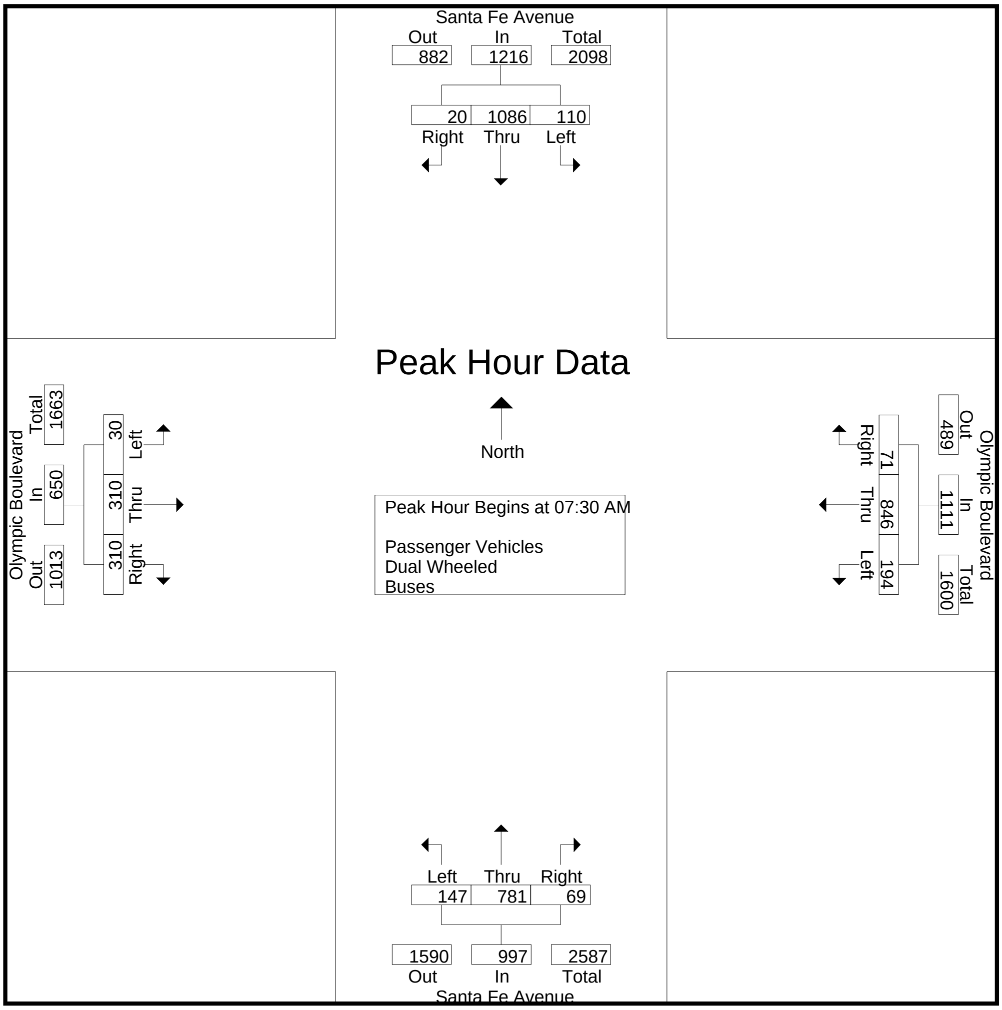
	Santa Fe Avenue Southbound				Olympic Boulevard Westbound				Santa Fe Avenue Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	249	4	278	44	195	25	264	31	191	21	243	2	59	56	117	902
07:15 AM	31	282	1	314	49	173	24	246	33	195	23	251	5	48	62	115	926
07:30 AM	23	282	7	312	63	217	20	300	35	187	11	233	6	64	74	144	989
07:45 AM	22	292	6	320	53	225	14	292	29	201	16	246	6	67	82	155	1013
Total	101	1105	18	1224	209	810	83	1102	128	774	71	973	19	238	274	531	3830
08:00 AM	32	263	4	299	37	204	22	263	39	189	29	257	7	98	71	176	995
08:15 AM	33	249	3	285	41	200	15	256	44	204	13	261	11	81	83	175	977
08:30 AM	39	250	10	299	57	184	19	260	33	180	22	235	18	80	61	159	953
08:45 AM	32	237	11	280	47	168	21	236	55	238	21	314	8	72	58	138	968
Total	136	999	28	1163	182	756	77	1015	171	811	85	1067	44	331	273	648	3893
09:00 AM	34	247	9	290	29	172	13	214	49	187	26	262	10	79	54	143	909
09:15 AM	29	214	11	254	33	165	25	223	49	165	26	240	14	76	59	149	866
09:30 AM	39	257	15	311	25	144	18	187	32	151	17	200	11	80	49	140	838
09:45 AM	36	230	15	281	35	140	21	196	48	190	10	248	20	97	57	174	899
Total	138	948	50	1136	122	621	77	820	178	693	79	950	55	332	219	606	3512
Grand Total	375	3052	96	3523	513	2187	237	2937	477	2278	235	2990	118	901	766	1785	11235
Apprch %	10.6	86.6	2.7		17.5	74.5	8.1		16	76.2	7.9		6.6	50.5	42.9		
Total %	3.3	27.2	0.9	31.4	4.6	19.5	2.1	26.1	4.2	20.3	2.1	26.6	1.1	8	6.8	15.9	
Passenger Vehicles	339	2664	77	3080	482	1964	168	2614	398	1825	208	2431	90	752	655	1497	9622
% Passenger Vehicles	90.4	87.3	80.2	87.4	94	89.8	70.9	89	83.4	80.1	88.5	81.3	76.3	83.5	85.5	83.9	85.6
Dual Wheeled	36	354	19	409	31	202	68	301	77	413	27	517	28	118	111	257	1484
% Dual Wheeled	9.6	11.6	19.8	11.6	6	9.2	28.7	10.2	16.1	18.1	11.5	17.3	23.7	13.1	14.5	14.4	13.2
Buses	0	34	0	34	0	21	1	22	2	40	0	42	0	31	0	31	129
% Buses	0	1.1	0	1	0	1	0.4	0.7	0.4	1.8	0	1.4	0	3.4	0	1.7	1.1

	Santa Fe Avenue Southbound				Olympic Boulevard Westbound				Santa Fe Avenue Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	282	**7**	312	**63**	217	20	**300**	35	187	11	233	6	64	74	144	989
07:45 AM	22	**292**	6	**320**	53	**225**	14	292	29	201	16	246	6	67	82	155	**1013**
08:00 AM	32	263	4	299	37	204	**22**	263	39	189	**29**	257	7	**98**	71	**176**	995
08:15 AM	**33**	249	3	285	41	200	15	256	**44**	**204**	13	**261**	**11**	81	**83**	175	977
Total Volume	110	1086	20	1216	194	846	71	1111	147	781	69	997	30	310	310	650	3974
% App. Total	9	89.3	1.6		17.5	76.1	6.4		14.7	78.3	6.9		4.6	47.7	47.7		
PHF	.833	.930	.714	.950	.770	.940	.807	.926	.835	.957	.595	.955	.682	.791	.934	.923	.981

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Santa Fe Avenue
E/W: Olympic Boulevard
Weather: Clear

File Name : LACSFOLAM
Site Code : 16614156
Start Date : 4/10/2014
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	23	282	**7**	312	**63**	217	20	**300**	35	187	11	233	6	64	74	144
+15 mins.	22	**292**	6	**320**	53	**225**	14	292	29	201	16	246	6	67	82	155
+30 mins.	32	263	4	299	37	204	**22**	263	39	189	**29**	257	7	**98**	71	**176**
+45 mins.	**33**	249	3	285	41	200	15	256	**44**	**204**	13	**261**	**11**	81	**83**	175
Total Volume	110	1086	20	1216	194	846	71	1111	147	781	69	997	30	310	310	650
% App. Total	9	89.3	1.6		17.5	76.1	6.4		14.7	78.3	6.9		4.6	47.7	47.7	
PHF	.833	.930	.714	.950	.770	.940	.807	.926	.835	.957	.595	.955	.682	.791	.934	.923

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City of Los Angeles
N/S: Santa Fe Avenue
E/W: Olympic Boulevard
Weather: Clear

File Name : LACSFOLPM
Site Code : 16614156
Start Date : 4/10/2014
Page No : 1

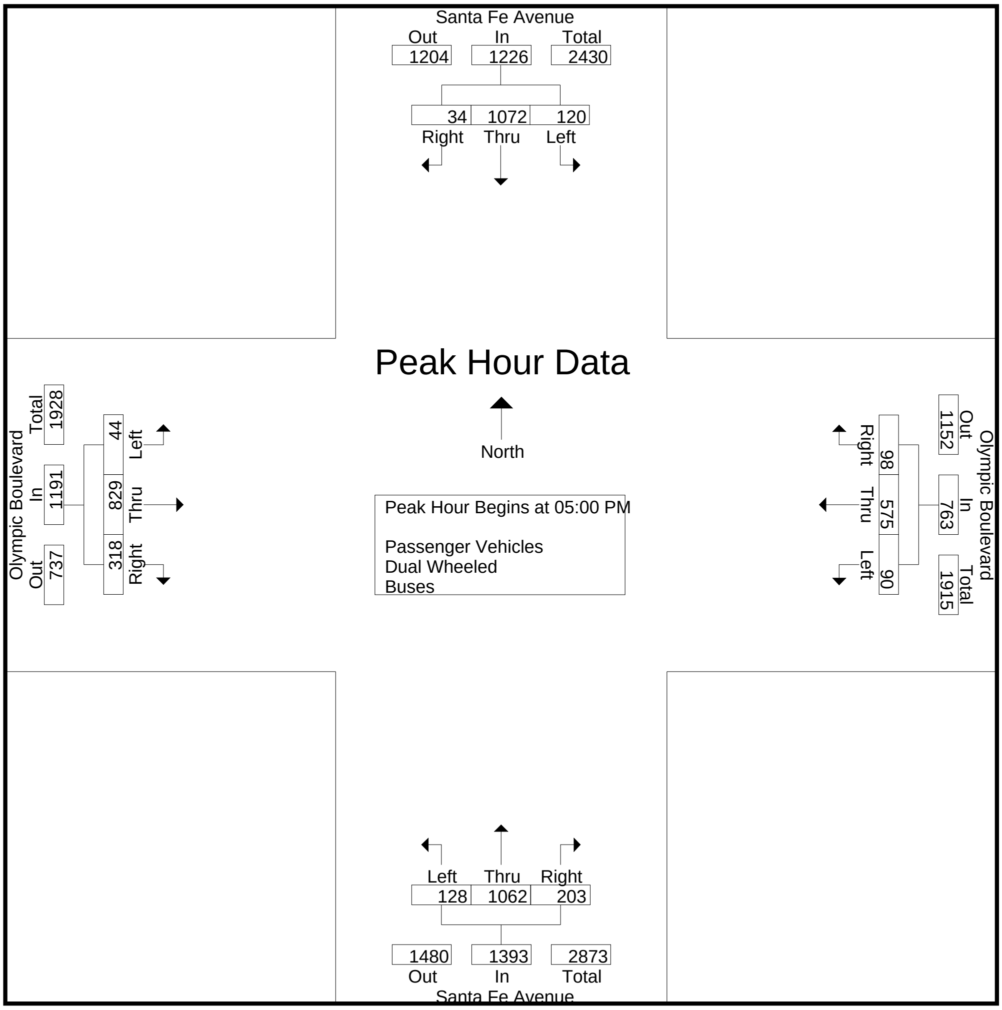
Groups Printed- Passenger Vehicles - Dual Wheeled - Buses

	Santa Fe Avenue Southbound				Olympic Boulevard Westbound				Santa Fe Avenue Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	31	209	14	254	25	131	22	178	36	240	37	313	11	135	60	206	951
03:15 PM	25	236	7	268	27	120	17	164	27	169	34	230	14	164	73	251	913
03:30 PM	42	213	9	264	21	126	20	167	39	193	40	272	10	185	69	264	967
03:45 PM	43	215	8	266	21	141	21	183	39	212	44	295	14	176	60	250	994
Total	141	873	38	1052	94	518	80	692	141	814	155	1110	49	660	262	971	3825
04:00 PM	27	240	8	275	17	152	17	186	26	189	40	255	10	193	77	280	996
04:15 PM	33	248	13	294	23	128	16	167	22	235	33	290	13	163	67	243	994
04:30 PM	30	227	12	269	24	132	16	172	35	254	59	348	7	170	77	254	1043
04:45 PM	35	247	6	288	20	125	15	160	25	238	37	300	12	227	82	321	1069
Total	125	962	39	1126	84	537	64	685	108	916	169	1193	42	753	303	1098	4102
05:00 PM	26	230	9	265	26	159	27	212	38	261	48	347	10	197	89	296	1120
05:15 PM	31	303	3	337	20	139	27	186	26	269	48	343	11	195	83	289	1155
05:30 PM	38	253	11	302	25	145	26	196	37	268	59	364	10	218	82	310	1172
05:45 PM	25	286	11	322	19	132	18	169	27	264	48	339	13	219	64	296	1126
Total	120	1072	34	1226	90	575	98	763	128	1062	203	1393	44	829	318	1191	4573
Grand Total	386	2907	111	3404	268	1630	242	2140	377	2792	527	3696	135	2242	883	3260	12500
Apprch %	11.3	85.4	3.3		12.5	76.2	11.3		10.2	75.5	14.3		4.1	68.8	27.1		
Total %	3.1	23.3	0.9	27.2	2.1	13	1.9	17.1	3	22.3	4.2	29.6	1.1	17.9	7.1	26.1	
Passenger Vehicles	353	2508	103	2964	247	1504	210	1961	346	2505	502	3353	120	2102	810	3032	11310
% Passenger Vehicles	91.5	86.3	92.8	87.1	92.2	92.3	86.8	91.6	91.8	89.7	95.3	90.7	88.9	93.8	91.7	93	90.5
Dual Wheeled	30	351	7	388	21	96	30	147	29	234	25	288	15	116	72	203	1026
% Dual Wheeled	7.8	12.1	6.3	11.4	7.8	5.9	12.4	6.9	7.7	8.4	4.7	7.8	11.1	5.2	8.2	6.2	8.2
Buses	3	48	1	52	0	30	2	32	2	53	0	55	0	24	1	25	164
% Buses	0.8	1.7	0.9	1.5	0	1.8	0.8	1.5	0.5	1.9	0	1.5	0	1.1	0.1	0.8	1.3

	Santa Fe Avenue Southbound				Olympic Boulevard Westbound				Santa Fe Avenue Northbound				Olympic Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	26	230	9	265	**26**	**159**	**27**	**212**	**38**	261	48	347	10	197	**89**	296	1120
05:15 PM	31	**303**	3	**337**	20	139	27	186	26	**269**	48	343	11	195	83	289	1155
05:30 PM	**38**	253	**11**	302	25	145	26	196	37	268	**59**	**364**	10	218	82	**310**	**1172**
05:45 PM	25	286	11	322	19	132	18	169	27	264	48	339	**13**	**219**	64	296	1126
Total Volume	120	1072	34	1226	90	575	98	763	128	1062	203	1393	44	829	318	1191	4573
% App. Total	9.8	87.4	2.8		11.8	75.4	12.8		9.2	76.2	14.6		3.7	69.6	26.7		
PHF	.789	.884	.773	.909	.865	.904	.907	.900	.842	.987	.860	.957	.846	.946	.893	.960	.975

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles	File Name : LACSFOLPM
N/S: Santa Fe Avenue	Site Code : 16614156
E/W: Olympic Boulevard	Start Date : 4/10/2014
Weather: Clear	Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	26	230	9	265	**26**	**159**	**27**	**212**	**38**	261	48	347	10	197	**89**	296
+15 mins.	31	**303**	3	**337**	20	139	27	186	26	**269**	48	343	11	195	83	289
+30 mins.	**38**	253	**11**	302	25	145	26	196	37	268	**59**	**364**	10	218	82	**310**
+45 mins.	25	286	11	322	19	132	18	169	27	264	48	339	**13**	**219**	64	296
Total Volume	120	1072	34	1226	90	575	98	763	128	1062	203	1393	44	829	318	1191
% App. Total	9.8	87.4	2.8		11.8	75.4	12.8		9.2	76.2	14.6		3.7	69.6	26.7	
PHF	.789	.884	.773	.909	.865	.904	.907	.900	.842	.987	.860	.957	.846	.946	.893	.960

APPENDIX B

CMA AND LEVELS OF SERVICE EXPLANATION
CMA DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

CRITICAL MOVEMENT ANALYSIS (CMA) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of differing combinations of operating conditions which may take place as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

Critical Movement Analysis (CMA) is a procedure which provides a capacity and level of service geometry and traffic signal operation and results in a level of service determination for the intersection as a whole operating unit.

The per lane volume for each movement in the intersection is determined and the per lane intersection capacity based on the Transportation Research Board (TRB) Report 212 (*Interim Materials on Highway Capacity*). The resulting CMA represents the ratio of the intersection's cumulative volume over its respective capacity (V/C ratio). Critical Movement Analysis takes into account lane widths, bus and truck operations, pedestrian activity and parking activity, as well as number of lanes and geometrics.

The Level of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding CMA and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Critical Movement Analysis Characteristics

Level of Service	Load Factor	Equivalent CMA
A (free flow)	0.0	0.00 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (force flow)	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (CMA = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA01	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	0	67	**67**	23	93	1	**93**	0	93	1	**93**	0	93	1	**93**
	Left-Through		0							0				0				0	
	Through	434	1	287	0	434	288	70	522	1	411	0	522	1	412	0	522	1	412
	Through-Right		1							1				1				1	
	Right	140	0	140	2	142	142	154	300	0	300	2	302	0	302	0	302	0	302
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	0	35	2	37	37	74	110	0	110	2	112	0	112	0	112	0	112
	Left-Through		1							1				1				1	
	Through	723	0	**471**	0	723	**473**	103	855	0	**753**	0	855	0	**757**	0	855	0	**757**
	Through-Right		1							1				1				1	
	Right	149	0	471	0	149	473	56	211	0	753	0	211	0	757	0	211	0	757
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	54	1	**54**	0	54	**54**	18	74	1	**74**	0	74	1	**74**	0	74	1	**74**
	Left-Through		0							0				0				0	
	Through	310	1	183	5	315	185	461	784	1	426	5	789	1	428	-1	788	1	428
	Through-Right		1							1				1				1	
	Right	55	0	55	0	55	55	10	67	0	67	0	67	0	67	0	67	0	67
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	180	1	180	1	181	181	96	283	1	283	1	284	1	284	0	284	1	284
	Left-Through		0							0				0				0	
	Through	747	1	**418**	3	750	**420**	443	1220	1	**671**	3	1223	1	**673**	-1	1222	1	**672**
	Through-Right		1							1				1				1	
	Right	88	0	88	1	89	89	29	121	0	121	1	122	0	122	0	122	0	122
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	538		*North-South:*	540			*North-South:*	846			*North-South:*	850			*North-South:*	850
			East-West:	472		*East-West:*	474			*East-West:*	745			*East-West:*	747			*East-West:*	746
			SUM:	1010		*SUM:*	1014			*SUM:*	1591			*SUM:*	1597			*SUM:*	1596
VOLUME/CAPACITY (*V/C*) RATIO:				0.673			0.676				1.061				1.065				1.064
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.573			0.576				0.961				0.965				0.964
LEVEL OF SERVICE (LOS):				A			A				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Central Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA01	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	59	1	59	0	59	59	36	97	1	**97**	0	97	1	**97**	0	97	1	**97**
	Left-Through		0							0				0				0	
	Through	826	1	**484**	0	826	**484**	116	976	1	635	0	976	1	636	0	976	1	636
	Through-Right		1							1				1				1	
	Right	141	0	141	1	142	142	147	294	0	294	1	295	0	295	0	295	0	295
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	44	0	**44**	1	45	**45**	40	86	0	86	1	87	0	87	0	87	0	87
	Left-Through		1							1				1				1	
	Through	552	0	396	0	552	398	110	684	0	**678**	0	684	0	**681**	0	684	0	**681**
	Through-Right		1							1				1				1	
	Right	63	0	396	0	63	398	90	156	0	678	0	156	0	681	0	156	0	681
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	97	1	97	0	97	97	35	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	819	1	**447**	4	823	**449**	371	1223	1	**656**	4	1227	1	**658**	-1	1226	1	**658**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	12	89	0	89	0	89	0	89	0	89	0	89
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	100	1	**100**	2	102	**102**	156	260	1	**260**	2	262	1	**262**	0	262	1	**262**
	Left-Through		0							0				0				0	
	Through	478	1	271	5	483	275	702	1199	1	673	5	1204	1	676	-1	1203	1	676
	Through-Right		1							1				1				1	
	Right	64	0	64	2	66	66	79	146	0	146	2	148	0	148	0	148	0	148
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	528		*North-South:*	529			*North-South:*	775			*North-South:*	778			*North-South:*	778
			East-West:	547		*East-West:*	551			*East-West:*	916			*East-West:*	920			*East-West:*	920
			SUM:	1075		*SUM:*	1080			*SUM:*	1691			*SUM:*	1698			*SUM:*	1698
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.720				1.127				1.132				1.132
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.617			0.620				1.027				1.032				1.032
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.005
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA02	East-West Street:	6th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	84	1	**84**	2	86	**86**	101	188	1	**188**	2	190	1	**190**	-1	189	1	**189**
	Left-Through		0							0				0				0	
	Through	621	1	346	3	624	347	651	1297	1	726	3	1300	1	728	-1	1299	1	727
	Through-Right		1							1				1				1	
	Right	70	0	70	0	70	70	82	155	0	155	0	155	0	155	0	155	0	155
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	45	1	45	0	45	45	194	241	1	241	0	241	1	241	0	241	1	241
	Left-Through		0							0				0				0	
	Through	803	1	**436**	5	808	**438**	583	1419	1	**783**	5	1424	1	**786**	-1	1423	1	**785**
	Through-Right		1							1				1				1	
	Right	68	0	68	0	68	68	76	147	0	147	0	147	0	147	0	147	0	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	**59**	0	59	**59**	116	177	1	**177**	0	177	1	**177**	0	177	1	**177**
	Left-Through		0							0				0				0	
	Through	232	1	170	0	232	172	241	482	1	357	0	482	1	358	0	482	1	358
	Through-Right		1							1				1				1	
	Right	108	0	108	3	111	111	119	231	0	231	3	234	0	234	-1	233	0	233
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	115	1	115	0	115	115	86	206	1	206	0	206	1	206	0	206	1	206
	Left-Through		0							0				0				0	
	Through	645	1	**370**	0	645	**370**	107	778	1	**502**	0	778	1	**502**	0	778	1	**502**
	Through-Right		1							1				1				1	
	Right	94	0	94	0	94	94	128	226	0	226	0	226	0	226	0	226	0	226
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:			520			524				971				976				974
	East-West:			429			429				679				679				679
	SUM:			949			953				1650				1655				1653
VOLUME/CAPACITY (V/C) RATIO:				0.666			0.669				1.158				1.161				1.160
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.566			0.569				1.058				1.061				1.060
LEVEL OF SERVICE (LOS):				A			A				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #: CMA02	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by: NDS	Date: 2/28/2019
	East-West Street:	6th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by: JAS	Project: 1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	105	1	105	3	108	108	105	214	1	214	3	217	1	217	-1	216	1	216
	Left-Through		0							0				0				0	
	Through	869	1	**475**	5	874	**477**	806	1710	1	**954**	5	1715	1	**957**	-1	1714	1	**956**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	115	198	0	198	0	198	0	198	0	198	0	198
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	81	1	**81**	0	81	**81**	174	258	1	**258**	0	258	1	**258**	0	258	1	**258**
	Left-Through		0							0				0				0	
	Through	685	1	384	4	689	386	706	1419	1	805	4	1423	1	807	-1	1422	1	806
	Through-Right		1							1				1				1	
	Right	82	0	82	0	82	82	105	190	0	190	0	190	0	190	0	190	0	190
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	122	1	122	0	122	122	156	283	1	283	0	283	1	283	0	283	1	283
	Left-Through		0							0				0				0	
	Through	747	1	**420**	0	747	**421**	254	1031	1	**634**	0	1031	1	**635**	0	1031	1	**635**
	Through-Right		1							1				1				1	
	Right	92	0	92	2	94	94	140	236	0	236	2	238	0	238	0	238	0	238
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	0	47	**47**	161	210	1	**210**	0	210	1	**210**	0	210	1	**210**
	Left-Through		0							0				0				0	
	Through	262	1	159	0	262	159	167	440	1	361	0	440	1	361	0	440	1	361
	Through-Right		1							1				1				1	
	Right	56	0	56	0	56	56	224	282	0	282	0	282	0	282	0	282	0	282
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:			556			558				1212				1215				1214
	East-West:			467			468				844				845				845
	SUM:			1023			1026				2056				2060				2059
VOLUME/CAPACITY (V/C) RATIO:				0.718			0.720				1.443				1.446				1.445
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.618			0.620				1.343				1.346				1.345
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.003	Δv/c after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA03	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0	NB-- 0 SB-- 0 / EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	111	111	10	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	634	1	365	0	634	365	436	1096	1	666	0	1096	1	666	0	1096	1	666
	Through-Right		1							1				1				1	
	Right	95	0	95	0	95	95	137	236	0	236	0	236	0	236	0	236	0	236
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	129	1	129	8	137	137	234	368	1	368	8	376	1	376	-2	374	1	374
	Left-Through		0							0				0				0	
	Through	888	1	529	0	888	529	360	1284	1	833	0	1284	1	833	0	1284	1	833
	Through-Right		1							1				1				1	
	Right	170	0	170	0	170	170	204	381	0	381	0	381	0	381	0	381	0	381
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	184	245	1	245	0	245	1	245	0	245	1	245
	Left-Through		0							0				0				0	
	Through	315	1	199	9	324	204	473	801	1	448	9	810	1	453	-2	808	1	452
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	9	95	0	95	0	95	0	95	0	95	0	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	121	1	121	0	121	121	134	260	1	260	0	260	1	260	0	260	1	260
	Left-Through		0							0				0				0	
	Through	675	1	388	6	681	393	401	1103	1	659	6	1109	1	665	-2	1107	1	663
	Through-Right		1							1				1				1	
	Right	100	0	100	5	105	105	111	215	0	215	5	220	0	220	-1	219	0	219
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES North-South:	640	640	1034	1042	1040
East-West:	447	452	904	910	908
SUM:	1087	1092	1938	1952	1948
VOLUME/CAPACITY (V/C) RATIO:	0.763	0.766	1.360	1.370	1.367
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.663	0.666	1.260	1.270	1.267
LEVEL OF SERVICE (LOS):	B	B	F	F	F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project: 0.010 | Δv/c after mitigation: 0.007

Significant impacted? YES | Fully mitigated? YES

Level of Service Workheet

(Circular 212 Method)

I/S #: CMA03	North-South Street:	Alameda Street	Year of Count: 2019	Ambient Growth: (%): 1.0	Conducted by: NDS	Date:	2/28/2019
	East-West Street:	7th Street	Projection Year: 2023	Peak Hour: PM	Reviewed by: JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	111	1	111	0	111	111	13	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	777	1	**448**	0	777	**448**	619	1428	1	**817**	0	1428	1	**817**	0	1428	1	**817**
	Through-Right		1							1				1				1	
	Right	118	0	118	0	118	118	83	206	0	206	0	206	0	206	0	206	0	206
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	107	1	**107**	6	113	**113**	149	260	1	**260**	6	266	1	**266**	-2	264	1	**264**
	Left-Through		0							0				0				0	
	Through	728	1	386	0	728	386	478	1236	1	772	0	1236	1	772	0	1236	1	772
	Through-Right		1							1				1				1	
	Right	44	0	44	0	44	44	261	307	0	307	0	307	0	307	0	307	0	307
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	100	1	100	0	100	100	234	338	1	**338**	0	338	1	**338**	0	338	1	**338**
	Left-Through		0							0				0				0	
	Through	772	1	**444**	7	779	**447**	292	1095	1	614	7	1102	1	618	-2	1100	1	617
	Through-Right		1							1				1				1	
	Right	115	0	115	0	115	115	13	133	0	133	0	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	81	1	**81**	0	81	**81**	211	295	1	295	0	295	1	295	0	295	1	295
	Left-Through		0							0				0				0	
	Through	429	1	277	9	438	285	712	1158	1	**765**	9	1167	1	**773**	-2	1165	1	**771**
	Through-Right		1							1				1				1	
	Right	124	0	124	8	132	132	242	371	0	371	8	379	0	379	-2	377	0	377
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	561			*North-South:*	1077			*North-South:*	1083			*North-South:*	1081
			East-West:	525		*East-West:*	528			*East-West:*	1103			*East-West:*	1111			*East-West:*	1109
			SUM:	1080		*SUM:*	1089			*SUM:*	2180			*SUM:*	2194			*SUM:*	2190
VOLUME/CAPACITY (V/C) RATIO:				0.758			0.764				1.530				1.540				1.537
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.658			0.664				1.430				1.440				1.437
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.010	Δ*v/c* after mitigation:	0.007
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #: CMA04	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date: 2/28/2019
	East-West Street:	8th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project: 1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	45	1	45	1	46	46	0	47	1	47	1	48	1	48	0	48	1	48
	Left-Through		0							0				0				0	
	Through	889	1	454	0	889	454	583	1508	1	764	0	1508	1	764	0	1508	1	764
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	8	1	8	0	8	8	0	8	1	8	0	8	1	8	0	8	1	8
	Left-Through		0							0				0				0	
	Through	753	1	437	0	753	437	503	1287	1	706	0	1287	1	706	0	1287	1	706
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	125	0	125	0	125	0	125	0	125	0	125
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	0	99	0	99	99	0	103	0	103	0	103	0	103	0	103	0	103
	Left-Through		0							0				0				0	
	Through	43	0	199	0	43	201	0	45	0	207	0	45	0	209	0	45	0	209
	Through-Right		0							0				0				0	
	Right	57	0	0	2	59	0	0	59	0	0	2	61	0	0	0	61	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	39	0	39	0	39	39	0	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	81	0	158	0	81	158	0	84	0	165	0	84	0	165	0	84	0	165
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — North-South:	482	483	772	772	772
East-West:	257	257	268	268	268
SUM:	739	740	1040	1040	1040
VOLUME/CAPACITY (V/C) RATIO:	0.493	0.493	0.693	0.693	0.693
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.393	0.393	0.593	0.593	0.593
LEVEL OF SERVICE (LOS):	A	A	A	A	A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.000 — Δ*v/c* after mitigation: 0.000

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA04	East-West Street:	8th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	**7**	2	9	**9**	0	7	1	**7**	2	9	1	**9**	0	9	1	**9**
	Left-Through		0							0				0				0	
	Through	624	1	320	0	624	320	714	1363	1	690	0	1363	1	690	0	1363	1	690
	Through-Right		1							1				1				1	
	Right	16	0	16	0	16	16	0	17	0	17	0	17	0	17	0	17	0	17
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	30	1	30	0	30	30	0	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	980	1	**530**	0	980	**530**	703	1723	1	**903**	0	1723	1	**903**	0	1723	1	**903**
	Through-Right		1							1				1				1	
	Right	80	0	80	0	80	80	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	38	0	38	0	38	38	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	23	0	**86**	0	23	**87**	0	24	0	**90**	0	24	0	**91**	0	24	0	**91**
	Through-Right		0							0				0				0	
	Right	25	0	0	1	26	0	0	26	0	0	1	27	0	0	0	27	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	21	0	**21**	0	21	**21**	0	22	0	**22**	0	22	0	**22**	0	22	0	**22**
	Left-Through		0							0				0				0	
	Through	24	0	61	0	24	61	0	25	0	64	0	25	0	64	0	25	0	64
	Through-Right		0							0				0				0	
	Right	16	0	0	0	16	0	0	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		*North-South:*		537	*North-South:*		539	*North-South:*			910	*North-South:*			912	*North-South:*			912
		East-West:		107	*East-West:*		108	*East-West:*			112	*East-West:*			113	*East-West:*			113
		SUM:		644	*SUM:*		647	*SUM:*			1022	*SUM:*			1025	*SUM:*			1025
VOLUME/CAPACITY (V/C) RATIO:				0.429			0.431				0.681				0.683				0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.329			0.331				0.581				0.583				0.583
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.002
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA05	East-West Street:	Olympic Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	159	1	159	0	159	159	11	176	1	176	0	176	1	176	0	176	1	176
	Left-Through		0							0				0				0	
	Through	758	1	**455**	0	758	**460**	364	1153	1	**683**	0	1153	1	**688**	0	1153	1	**687**
	Through-Right		1							1				1				1	
	Right	151	0	151	10	161	161	56	213	0	213	10	223	0	223	-2	221	0	221
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	154	1	**154**	2	156	**156**	99	259	1	**259**	2	261	1	**261**	0	261	1	**261**
	Left-Through		0							0				0				0	
	Through	732	2	366	0	732	366	279	1041	2	521	0	1041	2	521	0	1041	2	521
	Through-Right		0							0				0				0	
	Right	145	1	87	0	145	87	124	275	1	147	0	275	1	147	0	275	1	147
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	116	1	116	0	116	116	136	257	1	**257**	0	257	1	**257**	0	257	1	**257**
	Left-Through		0							0				0				0	
	Through	829	1	**463**	5	834	**466**	132	995	1	547	5	1000	1	549	-1	999	1	549
	Through-Right		1							1				1				1	
	Right	97	0	97	0	97	97	-3	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	1	**106**	6	112	**112**	52	162	1	162	6	168	1	168	-1	167	1	167
	Left-Through		0							0				0				0	
	Through	740	1	399	3	743	401	139	909	1	**521**	3	912	1	**523**	-1	911	1	**522**
	Through-Right		1							1				1				1	
	Right	57	0	57	1	58	58	73	132	0	132	1	133	0	133	0	133	0	133
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES North-South:	609	616	942	949	948
East-West:	569	578	778	780	779
SUM:	1178	1194	1720	1729	1727
VOLUME/CAPACITY (V/C) RATIO:	0.785	0.796	1.147	1.153	1.151
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.685	0.696	1.047	1.053	1.051
LEVEL OF SERVICE (LOS):	B	B	F	F	F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Alameda Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA05	East-West Street:	Olympic Boulevard	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	106	0	106	106	12	122	1	122	0	122	1	122	0	122	1	122
	Left-Through		0							0				0				0	
	Through	839	1	**492**	0	839	**495**	368	1241	1	**727**	0	1241	1	**731**	0	1241	1	**730**
	Through-Right		1							1				1				1	
	Right	144	0	144	7	151	151	63	213	0	213	7	220	0	220	-2	218	0	218
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	111	1	**111**	1	112	**112**	100	216	1	**216**	1	217	1	**217**	0	217	1	**217**
	Left-Through		0							0				0				0	
	Through	865	2	433	0	865	433	455	1355	2	678	0	1355	2	678	0	1355	2	678
	Through-Right		0							0				0				0	
	Right	103	1	61	0	103	61	150	257	1	106	0	257	1	106	0	257	1	106
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	85	1	85	0	85	85	214	302	1	302	0	302	1	302	0	302	1	302
	Left-Through		0							0				0				0	
	Through	1340	1	**707**	4	1344	**709**	164	1558	1	**820**	4	1562	1	**822**	-1	1561	1	**821**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	4	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	98	1	**98**	10	108	**108**	68	170	1	**170**	10	180	1	**180**	-2	178	1	**178**
	Left-Through		0							0				0				0	
	Through	838	1	447	5	843	451	162	1034	1	607	5	1039	1	610	-1	1038	1	610
	Through-Right		1							1				1				1	
	Right	56	0	56	2	58	58	121	179	0	179	2	181	0	181	0	181	0	181
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

		Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES	*North-South:*	603	607	943	948	947
	East-West:	805	817	990	1002	999
	SUM:	1408	1424	1933	1950	1946
VOLUME/CAPACITY *(V/C)* RATIO:		0.939	0.949	1.289	1.300	1.297
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.839	0.849	1.189	1.200	1.197
LEVEL OF SERVICE (LOS):		D	D	F	F	F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.011	Δ*v/c* after mitigation:	0.008
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA06	East-West Street:	6th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition		Existing Plus Project		Future Condition W/O Project		Future Condition W/ Project		Future W/ Project W/ Mitigation	
No. of Phases	NB-- 2 SB--	2	NB-- 2 SB--	2	NB-- 2 SB--	2	NB-- 2 SB--	2	NB-- 2 SB--	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	EB-- 0 WB--	0	EB-- 0 WB--	0	EB-- 0 WB--	0	EB-- 0 WB--	0	EB-- 0 WB--	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?		2		2		2		2		2
		0		0		0		0		0
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2
Override Capacity		0		0		0		0		0

	MOVEMENT	Existing Condition Volume	No. of Lanes	Lane Volume	Existing Plus Project Project Traffic	Total Volume	Lane Volume	Future Condition W/O Project Added Volume	Total Volume	No. of Lanes	Lane Volume	Future Condition W/ Project Added Volume	Total Volume	No. of Lanes	Lane Volume	Future W/ Project W/ Mitigation Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	41	0	41	0	41	41	49	92	0	92	0	92	0	92	0	92	0	92
	Left-Through		0							0				0				0	
	Through	68	0	115	3	71	118	112	183	0	323	3	186	0	326	-1	185	0	325
	Through-Right		0							0				0				0	
	Right	6	0	0	0	6	0	42	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	14	0	14	0	14	14	41	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		0							0				0				0	
	Through	179	0	227	5	184	232	221	407	0	584	5	412	0	589	-1	411	0	588
	Through-Right		0							0				0				0	
	Right	34	0	0	0	34	0	86	121	0	0	0	121	0	0	0	121	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	39	1	39	0	39	39	112	153	1	153	0	153	1	153	0	153	1	153
	Left-Through		0							0				0				0	
	Through	154	1	121	0	154	121	219	379	1	344	0	379	1	344	0	379	1	344
	Through-Right		1							1				1				1	
	Right	88	0	88	0	88	88	216	308	0	308	0	308	0	308	0	308	0	308
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	40	1	40	5	45	45	102	144	1	144	5	149	1	149	-1	148	1	148
	Left-Through		0							0				0				0	
	Through	759	1	417	0	759	417	196	986	1	556	0	986	1	556	0	986	1	556
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	49	126	0	126	0	126	0	126	0	126	0	126
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			North-South:	268		North-South:	273			North-South:	676			North-South:	681			North-South:	680
			East-West:	456		East-West:	456			East-West:	709			East-West:	709			East-West:	709
			SUM:	724		SUM:	729			SUM:	1385			SUM:	1390			SUM:	1389
VOLUME/CAPACITY (V/C) RATIO:				0.483			0.486				0.923				0.927				0.926
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.383			0.386				0.823				0.827				0.826
LEVEL OF SERVICE (LOS):				A			A				D				D				D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.004	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA06	East-West Street:	6th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 2 SB-- 2 / EB-- 0 WB-- 0	NB-- 2 SB-- 2 / EB-- 0 WB-- 0	NB-- 2 SB-- 2 / EB-- 0 WB-- 0	NB-- 2 SB-- 2 / EB-- 0 WB-- 0	NB-- 2 SB-- 2 / EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	0	44	0	44	44	113	159	0	**159**	0	159	0	**159**	0	159	0	**159**
	Left-Through		0							0				0				0	
	Through	129	0	**214**	5	134	**219**	233	367	0	666	5	372	0	671	-1	371	0	670
	Through-Right		0							0				0				0	
	Right	41	0	0	0	41	0	97	140	0	0	0	140	0	0	0	140	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	33	0	**33**	0	33	**33**	74	108	0	108	0	108	0	108	0	108	0	108
	Left-Through		0							0				0				0	
	Through	116	0	191	4	120	195	208	329	0	**649**	4	333	0	**653**	-1	332	0	**652**
	Through-Right		0							0				0				0	
	Right	42	0	0	0	42	0	168	212	0	0	0	212	0	0	0	212	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	65	1	65	0	65	65	198	266	1	266	0	266	1	266	0	266	1	266
	Left-Through		0							0				0				0	
	Through	771	1	**423**	0	771	**423**	242	1044	1	**628**	0	1044	1	**628**	0	1044	1	**628**
	Through-Right		1							1				1				1	
	Right	74	0	74	0	74	74	135	212	0	212	0	212	0	212	0	212	0	212
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	14	1	**14**	4	18	**18**	60	75	1	**75**	4	79	1	**79**	-1	78	1	**78**
	Left-Through		0							0				0				0	
	Through	229	1	128	0	229	128	274	512	1	303	0	512	1	303	0	512	1	303
	Through-Right		1							1				1				1	
	Right	26	0	26	0	26	26	66	93	0	93	0	93	0	93	0	93	0	93
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES *North-South:*	247	252	808	812	811
East-West:	437	441	703	707	706
SUM:	684	693	1511	1519	1517
VOLUME/CAPACITY (*V/C*) RATIO:	0.456	0.462	1.007	1.013	1.011
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.356	0.362	0.907	0.913	0.911
LEVEL OF SERVICE (LOS):	A	A	E	E	E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

LADOT Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA07	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	74	0	74	11	85	85	106	183	0	183	11	194	0	194	-3	191	1	191
	Left-Through		0							0				0				0	
	Through	115	0	235	3	118	252	111	231	0	484	3	234	0	501	-1	233	0	305
	Through-Right		0							0				0				1	
	Right	46	0	0	3	49	0	22	70	0	0	3	73	0	0	-1	72	0	0
	Left-Through-Right		1							1				1				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	36	0	36	0	36	36	44	81	0	81	0	81	0	81	0	81	0	81
	Left-Through		0							0				0				0	
	Through	183	0	265	10	193	275	65	255	0	384	10	265	0	394	-2	263	0	392
	Through-Right		0							0				0				0	
	Right	46	0	0	0	46	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	26	1	26	0	26	26	155	182	1	182	0	182	1	182	0	182	1	182
	Left-Through		0							0				0				0	
	Through	353	1	214	0	353	223	724	1091	1	681	0	1091	1	689	0	1091	1	687
	Through-Right		1							1				1				1	
	Right	75	0	75	17	92	92	192	270	0	270	17	287	0	287	-4	283	0	283
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	96	1	96	5	101	101	104	204	1	204	5	209	1	209	-1	208	1	208
	Left-Through		0							0				0				0	
	Through	767	1	406	0	767	406	501	1299	1	680	0	1299	1	680	0	1299	1	680
	Through-Right		1							1				1				1	
	Right	45	0	45	0	45	45	14	61	0	61	0	61	0	61	0	61	0	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES North-South:	339	360	567	588	583
East-West:	432	432	885	898	895
SUM:	771	792	1452	1486	1478
VOLUME/CAPACITY (V/C) RATIO:	0.514	0.528	0.968	0.991	0.985
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.414	0.428	0.868	0.891	0.885
LEVEL OF SERVICE (LOS):	A	A	D	D	D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.023	Δv/c after mitigation:	0.017
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Mateo Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA07	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition			Existing Plus Project			Future Condition W/O Project			Future Condition W/ Project			Future W/ Project W/ Mitigation		
No. of Phases			2			2			2			2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0			0			0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2			2			2
Override Capacity			0			0			0			0			0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	112	0	112	17	129	129	228	345	0	345	17	362	0	362	-4	358	0	358
	Left-Through		0							0				0				0	
	Through	166	0	**334**	5	171	**361**	191	364	0	**780**	5	369	0	**807**	-1	368	0	**801**
	Through-Right		0							0				0				0	
	Right	56	0	0	5	61	0	13	71	0	0	5	76	0	0	-1	75	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	50	0	**50**	0	50	**50**	18	70	0	**70**	0	70	0	**70**	0	70	0	**70**
	Left-Through		0							0				0				0	
	Through	122	0	201	7	129	208	108	235	0	335	7	242	0	342	-2	240	0	340
	Through-Right		0							0				0				0	
	Right	29	0	0	0	29	0	0	30	0	0	0	30	0	0	0	30	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	66	1	66	0	66	66	87	156	1	156	0	156	1	156	0	156	1	156
	Left-Through		0							0				0				0	
	Through	830	1	**448**	0	830	**454**	539	1403	1	**799**	0	1403	1	**805**	0	1403	1	**803**
	Through-Right		1							1				1				1	
	Right	66	0	66	12	78	78	125	194	0	194	12	206	0	206	-3	203	0	203
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	47	1	**47**	4	51	**51**	229	278	1	**278**	4	282	1	**282**	-1	281	1	**281**
	Left-Through		0							0				0				0	
	Through	401	1	217	0	401	217	1029	1446	1	761	0	1446	1	761	0	1446	1	761
	Through-Right		1							1				1				1	
	Right	32	0	32	0	32	32	43	76	0	76	0	76	0	76	0	76	0	76
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	384		*North-South:*	411			*North-South:*	850			*North-South:*	877			*North-South:*	871
			East-West:	495		*East-West:*	505			*East-West:*	1077			*East-West:*	1087			*East-West:*	1084
			SUM:	879		*SUM:*	916			*SUM:*	1927			*SUM:*	1964			*SUM:*	1955
VOLUME/CAPACITY (V/C) RATIO:				0.586			0.611				1.285				1.309				1.303
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.486			0.511				1.185				1.209				1.203
LEVEL OF SERVICE (LOS):				A			A				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.024	Δ*v/c* after mitigation:	0.018
Significant impacted?	YES	Fully mitigated?	NO

LADOT
Moving LA Forward

Level of Service Workheet
(Circular 212 Method)

I/S #: CMA08	North-South Street:	Mateo Street	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date: 2/28/2019
	East-West Street:	Olympic Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project: 1024 Mateo Street Mixed-Use

	Existing Condition		Existing Plus Project		Future Condition W/O Project		Future Condition W/ Project		Future W/ Project W/ Mitigation	
	NB-- 0 / SB--		NB-- 0 / SB--		NB-- 0 / SB--		NB-- 0 / SB--		NB-- 0 / SB--	
	EB-- 0 / WB--		EB-- 0 / WB--		EB-- 0 / WB--		EB-- 0 / WB--		EB-- 0 / WB--	
No. of Phases		2		2		2		2		2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0
Right Turns: FREE-1, NRTOR-2 or OLA-3? NB / SB		0		0		0		0		0
Right Turns: EB / WB		0		0		0		0		0
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2
Override Capacity		0		0		0		0		0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through		0							0				0				0	
	Through	4	0	8	0	4	8	0	4	0	8	0	4	0	8	0	4	0	8
	Through-Right		0							0				0				0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	215	0	215	3	218	218	0	224	0	224	3	227	0	227	-1	226	0	226
	Left-Through		1							1				1				1	
	Through	5	0	220	0	5	223	0	5	0	229	0	5	0	232	0	5	0	231
	Through-Right		0							0				0				0	
	Right	304	1	257	11	315	259	0	316	1	267	11	327	1	269	-3	324	1	268
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	95	17	112	112	0	99	1	99	17	116	1	116	-4	112	1	112
	Left-Through		0							0				0				0	
	Through	500	1	253	0	500	253	287	807	1	406	0	807	1	406	0	807	1	406
	Through-Right		1							1				1				1	
	Right	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0							0				0				0	
	Through	962	1	534	0	962	536	265	1266	1	688	0	1266	1	690	0	1266	1	690
	Through-Right		1							1				1				1	
	Right	105	0	105	5	110	110	0	109	0	109	5	114	0	114	-1	113	0	113
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES North-South:	260	262	270	272	271
East-West:	629	648	787	806	802
SUM:	889	910	1057	1078	1073
VOLUME/CAPACITY (V/C) RATIO:	0.593	0.607	0.705	0.719	0.715
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.493	0.507	0.605	0.619	0.615
LEVEL OF SERVICE (LOS):	A	A	B	B	B

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.014 — $\Delta v/c$ after mitigation: 0.010

Significant impacted? NO — Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #: CMA08	North-South Street:	Mateo Street	Year of Count:	2019	Ambient Growth: (%):	1.0
	East-West Street:	Olympic Boulevard	Projection Year:	2023	Peak Hour:	PM
	Conducted by:	NDS	Date:	2/28/2019		
	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use		

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	0	**2**	0	2	**2**	0	2	0	**2**	0	2	0	**2**	0	2	0	**2**
	Left-Through		0							0				0				0	
	Through	3	0	8	0	3	8	0	3	0	8	0	3	0	8	0	3	0	8
	Through-Right		0							0				0				0	
	Right	3	0	0	0	3	0	0	3	0	0	0	3	0	0	0	3	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	192	0	192	4	196	196	0	200	0	200	4	204	0	204	-1	203	0	203
	Left-Through		1							1				1				1	
	Through	9	0	201	0	9	205	0	9	0	209	0	9	0	213	0	9	0	212
	Through-Right		0							0				0				0	
	Right	276	1	**213**	17	293	**224**	0	287	1	**222**	17	304	1	**233**	-4	300	1	**230**
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	126	1	126	12	138	138	0	131	1	131	12	143	1	**143**	-3	140	1	**140**
	Left-Through		0							0				0				0	
	Through	1005	1	**504**	0	1005	**504**	326	1372	1	**688**	0	1372	1	688	0	1372	1	688
	Through-Right		1							1				1				1	
	Right	3	0	3	0	3	3	0	3	0	3	0	3	0	3	0	3	0	3
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	4	1	**4**	0	4	**4**	0	4	1	**4**	0	4	1	4	0	4	1	4
	Left-Through		0							0				0				0	
	Through	664	1	362	0	664	364	351	1042	1	552	0	1042	1	**554**	0	1042	1	**554**
	Through-Right		1							1				1				1	
	Right	60	0	60	4	64	64	0	62	0	62	4	66	0	66	-1	65	0	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES	North-South:			215			226				224				235				232
	East-West:			508			508				692				697				694
	SUM:			723			734				916				932				926
VOLUME/CAPACITY (V/C) RATIO:				0.482			0.489				0.611				0.621				0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.382			0.389				0.511				0.521				0.517
LEVEL OF SERVICE (LOS):				A			A				A				A				A

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.010	Δv/c after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA09	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	131	1	**131**	0	131	**131**	179	315	1	**315**	0	315	1	**315**	0	315	1	**315**
	Left-Through		0							0				0				0	
	Through	231	1	231	0	231	231	275	515	1	515	0	515	1	515	0	515	1	515
	Through-Right		0							0				0				0	
	Right	152	1	0	6	158	0	42	200	1	0	6	206	1	0	-1	205	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	42	0	42	0	42	42	89	133	0	133	0	133	0	133	0	133	0	133
	Left-Through		0							0				0				0	
	Through	126	0	**181**	0	126	**181**	63	194	0	**400**	0	194	0	**400**	0	194	0	**400**
	Through-Right		0							0				0				0	
	Right	13	0	0	0	13	0	59	73	0	0	0	73	0	0	0	73	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	18	1	**18**	0	18	**18**	232	251	1	**251**	0	251	1	**251**	0	251	1	**251**
	Left-Through		0							0				0				0	
	Through	332	1	216	3	335	218	201	546	1	424	3	549	1	425	-1	548	1	425
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	197	301	0	301	0	301	0	301	0	301	0	301
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	193	1	193	10	203	203	131	332	1	332	10	342	1	342	-2	340	1	340
	Left-Through		0							0				0				0	
	Through	705	1	**417**	5	710	**419**	235	969	1	**667**	5	974	1	**670**	-1	973	1	**669**
	Through-Right		1							1				1				1	
	Right	128	0	128	0	128	128	232	365	0	365	0	365	0	365	0	365	0	365
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	312		*North-South:*	312			*North-South:*	715			*North-South:*	715			*North-South:*	715
			East-West:	435		*East-West:*	437			*East-West:*	918			*East-West:*	921			*East-West:*	920
			SUM:	747		*SUM:*	749			*SUM:*	1633			*SUM:*	1636			*SUM:*	1635
VOLUME/CAPACITY (*V/C*) RATIO:				0.524			0.526				1.146				1.148				1.147
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.424			0.426				1.046				1.048				1.047
LEVEL OF SERVICE (LOS):				A			A				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.002	Δ*v/c* after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA09	East-West Street:	7th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 SB-- 0 / EB-- 0 WB-- 0	NB-- 3 SB-- 0 / EB-- 0 WB-- 0	NB-- 3 SB-- 0 / EB-- 0 WB-- 0	NB-- 3 SB-- 0 / EB-- 0 WB-- 0	NB-- 3 SB-- 0 / EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	106	1	**106**	0	106	**106**	242	352	1	**352**	0	352	1	**352**	0	352	1	**352**
	Left-Through		0							0				0				0	
	Through	334	1	334	0	334	334	201	549	1	549	0	549	1	549	0	549	1	549
	Through-Right		0							0				0				0	
	Right	163	1	0	10	173	0	128	298	1	26	10	308	1	29	-2	306	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	58	0	58	0	58	58	210	270	0	270	0	270	0	270	0	270	0	270
	Left-Through		0							0				0				0	
	Through	267	0	**348**	0	267	**348**	92	370	0	**804**	0	370	0	**804**	0	370	0	**804**
	Through-Right		0							0				0				0	
	Right	23	0	0	0	23	0	140	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
EASTBOUND	Left	28	1	28	0	28	28	130	159	1	159	0	159	1	159	0	159	1	159
	Left-Through		0							0				0				0	
	Through	699	1	**441**	5	704	**443**	262	989	1	**686**	5	994	1	**689**	-1	993	1	**688**
	Through-Right		1							1				1				1	
	Right	182	0	182	0	182	182	194	383	0	383	0	383	0	383	0	383	0	383
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	**209**	7	216	**216**	55	272	1	**272**	7	279	1	**279**	-2	277	1	**277**
	Left-Through		0							0				0				0	
	Through	317	1	187	4	321	189	273	603	1	396	4	607	1	398	-1	606	1	398
	Through-Right		1							1				1				1	
	Right	57	0	57	0	57	57	130	189	0	189	0	189	0	189	0	189	0	189
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	454		*North-South:*	454			*North-South:*	1156			*North-South:*	1156			*North-South:*	1156
			East-West:	650		*East-West:*	659			*East-West:*	958			*East-West:*	968			*East-West:*	965
			SUM:	1104		*SUM:*	1113			*SUM:*	2114			*SUM:*	2124			*SUM:*	2121
VOLUME/CAPACITY (V/C) RATIO:				0.775			0.781				1.484				1.491				1.488
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675			0.681				1.384				1.391				1.388
LEVEL OF SERVICE (LOS):				B			B				F				F				F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.007	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA10	East-West Street:	8th Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	254	0	254	0	254	254	0	264	0	264	0	264	0	264	0	264	0	264
	Left-Through		1							1				1				1	
	Through	548	0	**538**	12	560	**544**	447	1017	0	**1037**	12	1029	0	**1049**	-3	1026	0	**1046**
	Through-Right		1							1				1				1	
	Right	19	0	538	0	19	544	0	20	0	0	0	20	0	0	0	20	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	15	0	**15**	0	15	**15**	0	16	0	**16**	0	16	0	**16**	0	16	0	**16**
	Left-Through		1							1				1				1	
	Through	362	0	295	16	378	303	200	577	0	455	16	593	0	463	-4	589	0	461
	Through-Right		1							1				1				1	
	Right	198	0	295	0	198	303	30	236	0	455	0	236	0	463	0	236	0	461
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	25	0	25	0	25	25	234	260	0	260	0	260	0	260	0	260	0	260
	Left-Through		0							0				0				0	
	Through	13	0	**361**	0	13	**361**	0	14	0	**610**	0	14	0	**610**	0	14	0	**610**
	Through-Right		0							0				0				0	
	Right	323	0	0	0	323	0	0	336	0	0	0	336	0	0	0	336	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	7	0	**7**	0	7	**7**	0	7	0	**7**	0	7	0	**7**	0	7	0	**7**
	Left-Through		0							0				0				0	
	Through	7	0	32	0	7	32	0	7	0	33	0	7	0	33	0	7	0	33
	Through-Right		0							0				0				0	
	Right	18	0	0	0	18	0	0	19	0	0	0	19	0	0	0	19	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — *North-South:*	553	559	1053	1065	1062
East-West:	368	368	617	617	617
SUM:	921	927	1670	1682	1679
VOLUME/CAPACITY (*V/C*) RATIO:	0.614	0.618	1.113	1.121	1.119
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.514	0.518	1.013	1.021	1.019
LEVEL OF SERVICE (LOS):	A	A	F	F	F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008
Significant impacted? NO
$\Delta v/c$ after mitigation: 0.006
Fully mitigated? N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA10	East-West Street:	8th Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	2	2	2	2	2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0; EB-- 0 WB-- 0	NB-- 0 SB-- 0; EB-- 0 WB-- 0	NB-- 0 SB-- 0; EB-- 0 WB-- 0	NB-- 0 SB-- 0; EB-- 0 WB-- 0	NB-- 0 SB-- 0; EB-- 0 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	229	0	**229**	0	229	**229**	0	238	0	**238**	0	238	0	**238**	0	238	0	**238**
	Left-Through		1							1				1				1	
	Through	501	0	510	9	510	519	311	832	0	841	9	841	0	850	-3	838	0	847
	Through-Right		1							1				1				1	
	Right	9	0	0	0	9	0	0	9	0	0	0	9	0	0	0	9	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	9	0	9	0	9	9	0	9	0	9	0	9	0	9	0	9	0	9
	Left-Through		1							1				1				1	
	Through	535	0	**369**	25	560	**381**	415	972	0	**641**	25	997	0	**653**	-6	991	0	**650**
	Through-Right		1							1				1				1	
	Right	184	0	369	0	184	381	82	273	0	641	0	273	0	653	0	273	0	650
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	57	0	57	0	57	57	129	188	0	188	0	188	0	188	0	188	0	188
	Left-Through		0							0				0				0	
	Through	13	0	**452**	0	13	**452**	0	14	0	**600**	0	14	0	**600**	0	14	0	**600**
	Through-Right		0							0				0				0	
	Right	382	0	0	0	382	0	0	398	0	0	0	398	0	0	0	398	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	9	0	**9**	0	9	**9**	0	9	0	**9**	0	9	0	**9**	0	9	0	**9**
	Left-Through		0							0				0				0	
	Through	3	0	27	0	3	27	0	3	0	28	0	3	0	28	0	3	0	28
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES *North-South:*	598	610	879	891	888
East-West:	461	461	609	609	609
SUM:	1059	1071	1488	1500	1497
VOLUME/CAPACITY *(V/C)* RATIO:	0.706	0.714	0.992	1.000	0.998
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.606	0.614	0.892	0.900	0.898
LEVEL OF SERVICE (LOS):	B	B	D	D	D

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.008

Significant impacted? NO

Δ*v/c* after mitigation: 0.006

Fully mitigated? N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA11	East-West Street:	Porter Street	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0	NB-- 0 SB-- 0 EB-- 3 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	331	1	**331**	0	331	**331**	0	344	1	**344**	0	344	1	**344**	0	344	1	**344**
	Left-Through		0							0				0				0	
	Through	677	1	351	12	689	357	291	995	1	510	12	1007	1	516	-3	1004	1	515
	Through-Right		1							1				1				1	
	Right	24	0	24	0	24	24	0	25	0	25	0	25	0	25	0	25	0	25
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	35	1	35	0	35	35	0	36	1	36	0	36	1	36	0	36	1	36
	Left-Through		0							0				0				0	
	Through	678	1	**362**	8	686	**370**	168	874	1	**477**	8	882	1	**485**	-2	880	1	**483**
	Through-Right		1							1				1				1	
	Right	45	0	45	8	53	53	32	79	0	79	8	87	0	87	-2	85	0	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	102	0	102	0	102	102	156	262	0	**262**	0	262	0	**262**	0	262	0	**262**
	Left-Through		1							1				1				1	
	Through	64	0	166	0	64	166	0	67	0	329	0	67	0	329	0	67	0	329
	Through-Right		0							0				0				0	
	Right	547	1	**216**	0	547	**216**	0	569	1	225	0	569	1	225	0	569	1	225
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	0	**38**	0	38	**38**	0	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	44	0	138	0	44	138	0	46	0	**144**	0	46	0	**144**	0	46	0	**144**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	693		*North-South:*	701			*North-South:*	821			*North-South:*	829			*North-South:*	827
			East-West:	254		*East-West:*	254			*East-West:*	406			*East-West:*	406			*East-West:*	406
			SUM:	947		*SUM:*	955			*SUM:*	1227			*SUM:*	1235			*SUM:*	1233
VOLUME/CAPACITY *(V/C)* RATIO:				0.665			0.670				0.861				0.867				0.865
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.565			0.570				0.761				0.767				0.765
LEVEL OF SERVICE (LOS):				A			A				C				C				C

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.006	Δ*v/c* after mitigation:	0.004
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA11	East-West Street:	Porter Street	Projection Year:	2023	Peak Hour:	PM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0, SB-- 0, EB-- 3, WB-- 0	NB-- 0, SB-- 0, EB-- 3, WB-- 0	NB-- 0, SB-- 0, EB-- 3, WB-- 0	NB-- 0, SB-- 0, EB-- 3, WB-- 0	NB-- 0, SB-- 0, EB-- 3, WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	424	1	**424**	0	424	**424**	0	441	1	**441**	0	441	1	**441**	0	441	1	**441**
	Left-Through		0							0				0				0	
	Through	631	1	325	9	640	330	226	883	1	452	9	892	1	456	-3	889	1	455
	Through-Right		1							1				1				1	
	Right	19	0	19	0	19	19	0	20	0	20	0	20	0	20	0	20	0	20
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	27	1	27	0	27	27	0	28	1	28	0	28	1	28	0	28	1	28
	Left-Through		0							0				0				0	
	Through	823	1	**459**	13	836	**472**	329	1185	1	**685**	13	1198	1	**697**	-3	1195	1	**694**
	Through-Right		1							1				1				1	
	Right	95	0	95	12	107	107	85	184	0	184	12	196	0	196	-3	193	0	193
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	35	0	**35**	0	35	**35**	85	121	0	**121**	0	121	0	**121**	0	121	0	**121**
	Left-Through		1							1				1				1	
	Through	26	0	61	0	26	61	0	27	0	148	0	27	0	148	0	27	0	148
	Through-Right		0							0				0				0	
	Right	227	1	0	0	227	0	0	236	1	0	0	236	1	0	0	236	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	54	0	54	0	54	54	0	56	0	56	0	56	0	56	0	56	0	56
	Left-Through		0							0				0				0	
	Through	75	0	**185**	0	75	**185**	0	78	0	**192**	0	78	0	**192**	0	78	0	**192**
	Through-Right		0							0				0				0	
	Right	56	0	0	0	56	0	0	58	0	0	0	58	0	0	0	58	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES			*North-South:*	883		*North-South:*	896			*North-South:*	1126			*North-South:*	1138			*North-South:*	1135
			East-West:	220		*East-West:*	220			*East-West:*	313			*East-West:*	313			*East-West:*	313
			SUM:	1103		*SUM:*	1116			*SUM:*	1439			*SUM:*	1451			*SUM:*	1448
VOLUME/CAPACITY *(V/C)* RATIO:				0.774			0.783				1.010				1.018				1.016
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.674			0.683				0.910				0.918				0.916
LEVEL OF SERVICE (LOS):				B			B				E				E				E

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.008	Δ*v/c* after mitigation:	0.006
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #:	North-South Street:	Santa Fe Avenue	Year of Count:	2019	Ambient Growth: (%):	1.0	Conducted by:	NDS	Date:	2/28/2019
CMA12	East-West Street:	Olympic Boulevard	Projection Year:	2023	Peak Hour:	AM	Reviewed by:	JAS	Project:	1024 Mateo Street Mixed-Use

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 / EB-- 3 WB-- 0	NB-- 0 SB-- 0 / EB-- 3 WB-- 0	NB-- 0 SB-- 0 / EB-- 3 WB-- 0	NB-- 0 SB-- 0 / EB-- 3 WB-- 0	NB-- 0 SB-- 0 / EB-- 3 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	154	1	**154**	0	154	**154**	65	225	1	**225**	0	225	1	**225**	0	225	1	**225**
	Left-Through		0							0				0				0	
	Through	821	1	447	5	826	450	152	1006	1	542	5	1011	1	544	-1	1010	1	544
	Through-Right		1							1				1				1	
	Right	73	0	73	0	73	73	1	77	0	77	0	77	0	77	0	77	0	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	116	1	116	5	121	121	36	157	1	157	5	162	1	162	-1	161	1	161
	Left-Through		0							0				0				0	
	Through	1141	1	**581**	3	1144	**583**	108	1295	1	**670**	3	1298	1	**672**	-1	1297	1	**671**
	Through-Right		1							1				1				1	
	Right	21	0	21	0	21	21	23	45	0	45	0	45	0	45	0	45	0	45
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	32	1	**32**	0	32	**32**	70	103	1	**103**	0	103	1	**103**	0	103	1	**103**
	Left-Through		0							0				0				0	
	Through	326	2	163	3	329	165	160	499	2	250	3	502	2	251	-1	501	2	251
	Through-Right		0							0				0				0	
	Right	326	1	172	0	326	172	57	396	1	171	0	396	1	171	0	396	1	171
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	204	1	204	0	204	204	-2	210	1	210	0	210	1	210	0	210	1	210
	Left-Through		0							0				0				0	
	Through	889	1	**482**	5	894	**488**	178	1103	1	**626**	5	1108	1	**632**	-1	1107	1	**630**
	Through-Right		1							1				1				1	
	Right	75	0	75	7	82	82	70	148	0	148	7	155	0	155	-2	153	0	153
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — *North-South:*	735	737	895	897	896
East-West:	514	520	729	735	733
SUM:	1249	1257	1624	1632	1629
VOLUME/CAPACITY (*V/C*) RATIO:	0.876	0.882	1.140	1.145	1.143
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.776	0.782	1.040	1.045	1.043
LEVEL OF SERVICE (LOS):	C	C	F	F	F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project:	0.005	Δ*v/c* after mitigation:	0.003
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Workheet
(Circular 212 Method)

I/S #: CMA12	North-South Street:	Santa Fe Avenue	Year of Count: 2019	Ambient Growth: (%): 1.0	Conducted by: NDS	Date: 2/28/2019
	East-West Street:	Olympic Boulevard	Projection Year: 2023	Peak Hour: PM	Reviewed by: JAS	Project: 1024 Mateo Street Mixed-Use

Setting	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
No. of Phases	3	3	3	3	3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0	0	0	0	0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0
	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0	EB-- 3 WB-- 0
ATSAC-1 or ATSAC+ATCS-2?	2	2	2	2	2
Override Capacity	0	0	0	0	0

	MOVEMENT	EXISTING CONDITION Volume	No. of Lanes	Lane Volume	EXISTING PLUS PROJECT Project Traffic	Total Volume	Lane Volume	FUTURE CONDITION W/O PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE CONDITION W/ PROJECT Added Volume	Total Volume	No. of Lanes	Lane Volume	FUTURE W/ PROJECT W/ MITIGATION Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	135	1	135	0	135	135	71	211	1	211	0	211	1	211	0	211	1	211
	Left-Through		0							0				0				0	
	Through	1116	1	**665**	4	1120	**667**	140	1301	1	**762**	4	1305	1	**764**	-1	1304	1	**763**
	Through-Right		1							1				1				1	
	Right	213	0	213	0	213	213	0	222	0	222	0	222	0	222	0	222	0	222
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	126	1	**126**	8	134	**134**	80	211	1	**211**	8	219	1	**219**	-2	217	1	**217**
	Left-Through		0							0				0				0	
	Through	1127	1	582	5	1132	584	181	1354	1	730	5	1359	1	732	-1	1358	1	732
	Through-Right		1							1				1				1	
	Right	36	0	36	0	36	36	68	105	0	105	0	105	0	105	0	105	0	105
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	46	1	46	0	46	46	29	77	1	77	0	77	1	77	0	77	1	77
	Left-Through		0							0				0				0	
	Through	871	2	**436**	4	875	**438**	222	1128	2	**564**	4	1132	2	**566**	-1	1131	2	**566**
	Through-Right		0							0				0				0	
	Right	334	1	199	0	334	199	76	424	1	213	0	424	1	213	0	424	1	213
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	95	1	**95**	0	95	**95**	2	101	1	**101**	0	101	1	**101**	0	101	1	**101**
	Left-Through		0							0				0				0	
	Through	604	1	354	4	608	358	210	839	1	501	4	843	1	505	-1	842	1	504
	Through-Right		1							1				1				1	
	Right	103	0	103	5	108	108	55	162	0	162	5	167	0	167	-1	166	0	166
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	

	Existing Condition	Existing Plus Project	Future Condition W/O Project	Future Condition W/ Project	Future W/ Project W/ Mitigation
CRITICAL VOLUMES — *North-South:*	791	801	973	983	980
East-West:	531	533	665	667	667
SUM:	1322	1334	1638	1650	1647
VOLUME/CAPACITY *(V/C)* RATIO:	0.928	0.936	1.149	1.158	1.156
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.828	0.836	1.049	1.058	1.056
LEVEL OF SERVICE (LOS):	D	D	F	F	F

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in *v/c* due to project: 0.009 | Δ*v/c* after mitigation: 0.007

Significant impacted? NO | Fully mitigated? N/A

Appendix G-2:

LADOT Approval Letter

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

1024 S Mateo St
DOT Case No. CEN16-45186

Date: December 4, 2019

To: Debbie Lawrence, Senior City Planner
Department of City Planning

From: Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION IMPACT ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 1024 SOUTH MATEO STREET (ENV-2016-4555-EAF/VTT-74596) REVISED**

On April 25, 2019 (and November 26, 2019), the Department of Transportation (DOT) issued a traffic assessment report to the Department of City Planning for the mixed-use project at 1024 South Mateo Street, which was subject to a transportation analysis dated March 7, 2019 prepared by Linscott, Law & Greenspan, engineers (LLG). However, subsequent to the releasing of this report, on July 30, 2019, pursuant to Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the State's California Environmental Quality Act (CEQA) Guidelines, the City of Los Angeles adopted vehicle miles traveled (VMT) as the criteria by which to determine transportation impacts under CEQA. Therefore, in response to this action the applicant submitted a VMT analysis for the proposed project in addition to the previous analysis dated March 7, 2019. Please replace the previous DOT assessment letter dated April 25, 2019 (and November 26, 2019), in its entirety, with this report which addresses the totality of the transportation analysis.

The DOT has reviewed the transportation analysis prepared by LLG, dated October 5, 2019, for the proposed mixed-use project located at 1024 South Mateo Street. In compliance with SB 743 and the CEQA, a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, 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. <u>Project Description</u>

The project proposes to remove an existing bus depot and construct a mixed-use project located on the block between Bay Street and Sacramento Street on the east side of Mateo Street in the Arts District. The project would include 106 live-work apartments, 2,250 square feet of live-work office, 92,740 square feet of general office, 13,126 square feet of restaurant, 13,979 square feet of retail, and a parking garage. Access to the garage will be provided via a driveway on Bay Street for residential parking and a driveway on Sacramento Street for office, restaurant, and retail parking as illustrated in **Attachment A**. The project is expected to be completed by 2023.

B. <u>CEQA Screening Threshold</u>

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 250 daily vehicle trips screening threshold. Using the City of Los Angeles VMT Calculator 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 **<u>does</u>** exceed the net 250 daily vehicle trips threshold. It should be noted that because the project Memorandum of Understanding (MOU) was approved prior to July 2019, the project is not required to use the new TAG, but the project has voluntarily submitted a VMT analysis. The VMT calculator version 1.0 was the latest VMT calculator available at the time the October 5, 2019 analysis was submitted and accepted by DOT. A copy of the VMT calculator screening page, with the corresponding net daily trips estimate, is provided as **Attachment B** to this report.

C. <u>Transportation Impacts</u>

On July 30, 2019, pursuant to SB 743 and the recent changes to Section 15064.3 of the State's CEQA Guidelines, the City of Los Angeles adopted VMT as a 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 Central APC area, in which the project is located, the following thresholds have been established:

- Household VMT per Capita: 6.0
- Work VMT per Employee: 7.6

As cited in the VMT Analysis report, prepared by LLG, the proposed project is projected to have Household VMT per capita of 7.6 and Work VMT per employee of 8.9. Therefore, it is concluded that implementation of the Project would result in a significant Household and Work VMT.

The project proposes to mitigate these impacts through the implementation of parking, transit, educational, bicycle infrastructure and neighborhood enhancement TDM strategies that are forecasted to reduce the Project Household and Work VMTs to 6.0 and 7.0, respectively. A copy of the VMT Calculator summary reports is provided as **Attachment B** that to this report.

D. <u>Access and Circulation</u>

During the 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 Los Angeles Municipal Code

(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 likely result in adverse circulation conditions at several locations. 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. <u>CEQA-Related Mitigation</u>

To off-set the expected significant impacts identified in the project's October 5, 2019 transportation impact study, DOT recommends that the applicant be required to implement the following TDM strategies as mitigation measures:

1. <u>Reduce Parking Supply</u>

   This measure encourages alternative transportation choices. The degree of effectiveness of this measure varies based on the surrounding area, level of existing transit service, level of existing pedestrian and bicycle networks and other factors which would complement the shift away from single-occupant vehicle travel.

2. <u>Unbundle Parking</u>

   Unbundling parking costs from property costs would require those who wish to purchase parking spaces to do so at an additional cost from the property cost. This removes the burden from those who do not wish to utilize a parking space. An assumption is made that the parking costs are passed through to the vehicle owners/drivers utilizing the parking spaces.

3. <u>Transit Subsidy</u>

   The availability of a subsidy provides a strong incentive to consider other commute trip alternatives. The Project should provide a subsidy commensurate to the current daily rate and accessible to 100% of eligible residents.

4. <u>Voluntary Travel Behavior Change Program</u>

   This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.

5. <u>Bicycle Infrastructure</u>

   These improvements help reduce peak-hour vehicle trips by making commuting by bicycle easier and more convenient. The Project should provide a maximum commitment to implementing/improving on-street bicycle facilities, providing bicycle parking per the LAMC and providing secure ancillary bike facilities such as indoor bicycle parking/lockers, showers, and repair stations.

6. Neighborhood Enhancement
Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive. The project should ensure a maximum commitment to providing pedestrian network improvements within the project and to off-site connections.

B. Corrective Measures (Non-CEQA Analysis)
In the transportation analysis dated March 7, 2019 by LLG, the analysis included a review of current and potential future operational deficiencies that may result from the project. To address these deficiencies, the applicant should be required to implement the following corrective measures.

1. Transportation Demand Management (TDM) Plan
In addition to and in coordination with the TDM strategies cited above, DOT further recommends that the project prepare and submit a TDM program to DOT for review prior to the issuance of the first building permit for this project and a final TDM program approved by DOT is required prior to the issuance of the first certificate of occupancy for the project. As recommended by the March 7, 2019 transportation analysis, the TDM program could include, but is not be limited to the following:

- An on-site Transportation Information Center (TIC) where employees, visitors, and residents can obtain information regarding public transit, ridesharing, vanpool providers, bicycle facilities, and bicycle safety;
- A Transportation Coordinator responsible for implementing, maintaining, and monitoring the TDM Program;
- If after coordination with LADOT it is determined that the project site is eligible, the project will provide space for an Integrated Mobility Hub with a bicycle share kiosk and/or parking spaces for car-share vehicles;
- Carpool/Rideshare Matching Program which would provide rideshare matching services and preferential parking for commercial employees commuting to work in employer-registered carpools;
- Transportation Subsidy which would offer discount transit passes to residents and commercial employees who do not purchase monthly automobile parking in the project site;
- Unbundled parking from the commercial leasing cost and from the housing cost;
- Convenient and secure bicycle storage within a bicycle locker, an attended cage, or a secure parking room;
- On-site lockers for employees who bicycle or use another active means of getting to work;
- Make a one-time fixed-fee contribution of **$50,000** prior to the issuance of the first certificate of occupancy for the project to the City's Bicycle Plan Trust Fund to implement bicycle improvements in the proposed project area;
- A Covenant and Agreement to ensure that the TDM program will be maintained.

2. Transportation Management Organization (TMO)
A TMO would offer similar services to those described above in the project's local TDM plan but the services would be available for the general area in which the TMO is located, would have a much wider reach and can result in much greater trip reduction

benefits. Other projects within the Arts District are taking the lead to establish and operate an Arts District TMO to promote alternative modes of travel and programs to reduce vehicle trips in the Arts District. Additionally, FASTLinkDTLA is a TMO recently established to promote alternative modes of travel and programs to reduce vehicle trips in Downtown Los Angeles.

In order to help alleviate current and future traffic congestion in the Arts District, the project proposes to fund a TMO. If an Arts District TMO will be established, the project proposes to fund the initiation of an Arts District TMO. Otherwise, if it is determined that FASTLinkDTLA can adequately serve the Arts District as well as the remainder of Downtown Los Angeles, the project proposes to fund the Arts District portion of FASTLinkDTLA. The project agrees to the following:

- Commit funding of **up to $200,000** prior to the issuance of the first certificate of occupancy for the project to cover the launch of the Arts District TMO or the Arts District portion of FASTLinkDTLA;
- Provide **up to $25,000 per year** for nine additional years for annual dues as a charter member;
- Attend organizational meetings and provide traffic demand data to the TMO;
- Require commercial space tenants of all leases executed by the project as a landlord to participate in the TMO and that all subleases contain this same provision;
- Elect to provide some or all of the services required by this TDM Program through the TMO, in consultation with the City's Transportation Demand Program.

3. Traffic Monitoring Plan for the TDM Program
In order to assess the project's actual trip generation and any subsequent TDM Plan (if deemed necessary), a traffic monitoring plan will be implemented once the project is built and occupied to at least 80%. A traffic monitoring plan will consist of counting the number of automobiles coming from and going to the two project driveways during both a.m. and p.m. peak hours. This will inform the City whether the project is generating traffic at levels identified in this study.

The monitoring program should be conducted annually to ensure compliance for a period of three years. If the project is found to not conform to the trip reduction targets summarized in **Attachment D**, the project will have an additional year to meet the trip reduction levels. If the project continues to not meet the TDM goals, the City and project staff will coordinate on implementing further TDM Strategies. The final traffic monitoring plan and TDM Plan will be prepared for and approved by the LADOT prior to the issuance of the first certificate of occupancy for the project.

C. <u>Additional Requirements and Considerations</u>
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. <u>Parking Requirements</u>
Parking for vehicles and bicycles will be provided onsite. The applicant should check with the Department of Building and Safety on the number of Code-required parking spaces needed for this project.

2. <u>Highway Dedication and Street Widening Requirements</u>
Per the new Mobility Element of the General Plan, **Mateo Street**, an Avenue III, would require a 23-foot half-width roadway within a 36-foot half-width right-of-way and **Bay Street** and **Sacramento Street**, Collector Streets, would require a 20-foot half-width roadway within a 33-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

3. <u>Project Access and Circulation</u>
The conceptual site plan for the project (see **Attachment A**) is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveway. This requires separate review and approval and 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.

4. <u>Worksite Traffic Control Requirements</u>
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/what-we-do/plan-review 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. <u>Development Review Fees</u>
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 Eileen Hunt of my staff at (213) 972-8481.

Attachments

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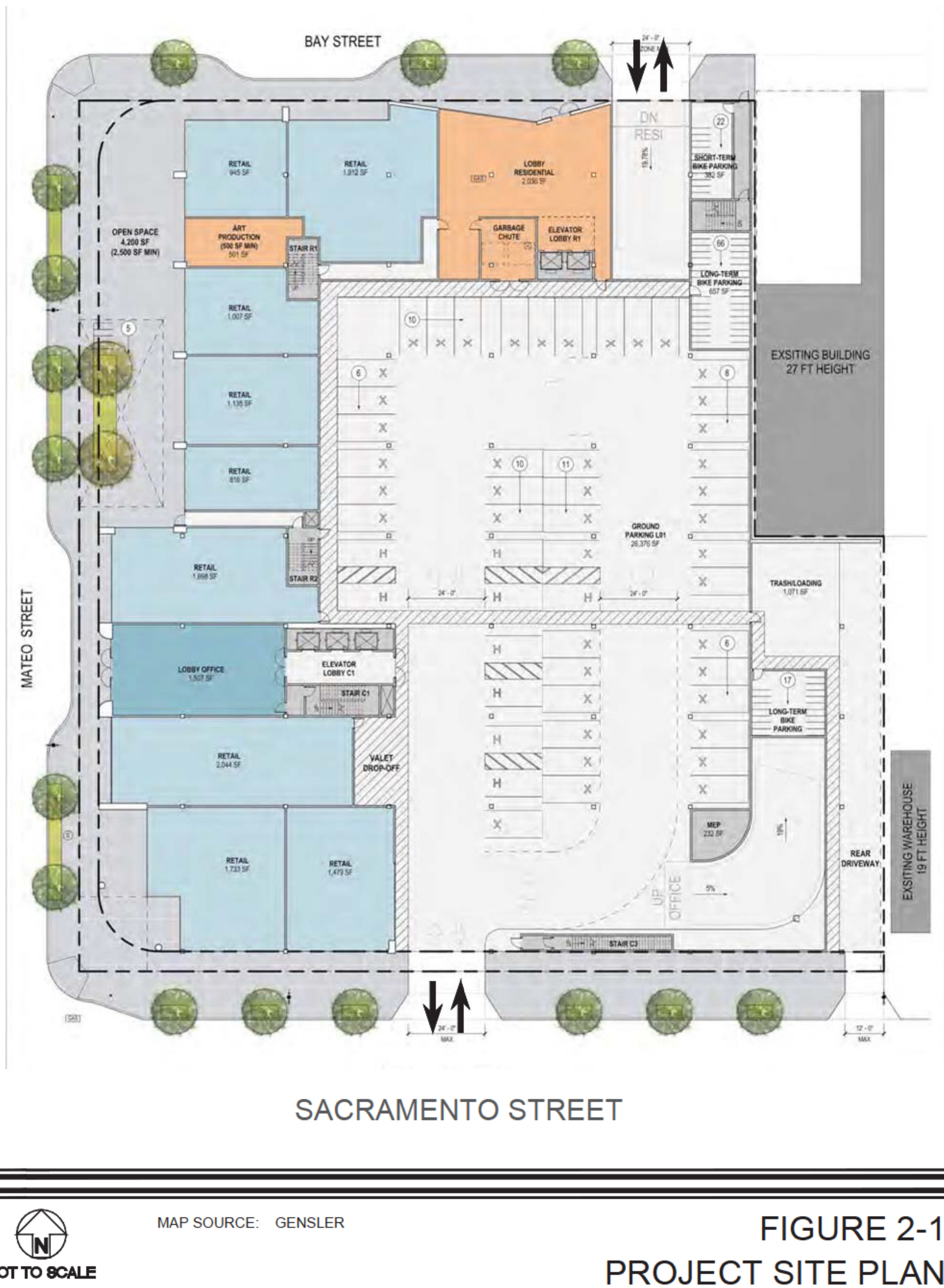
c: Shaylee Papadakis, Council District 14
Matthew Masuda, Central District, BOE
Edward Yu, Central District, DOT
Taimour Tanavoli, Case Management, DOT
David Shender & Jason Shender, LLG engineers

ATTACHMENT A
CEN16-45186 1024 S Mateo St



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MAP SOURCE: GENSLER

LINSCOTT, LAW & GREENSPAN, engineers

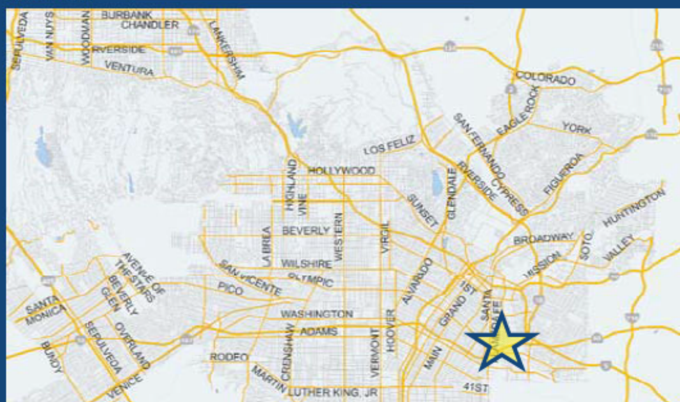
FIGURE 2-1
PROJECT SITE PLAN
GROUND FLOOR
1024 MATEO STREET MIXED-USE PROJECT

ATTACHMENT B
CEN16-45186_1024 S Mateo St

CITY OF LOS ANGELES VMT CALCULATOR Version 1.0

Project Information

Project: 1024 Mateo Street Mixed-Use Project
Scenario: Proposed Project
Address: 1024 MATEO ST, 90021



Land Use Type	Value	Unit
Retail | General Retail	13.979	ksf
Housing | Multi-Family	97	DU
Retail | General Retail	13.979	ksf
Retail | High-Turnover Sit-Down Restaurant	13.126	ksf
Office | General Office	94.99	ksf
Housing | Affordable Housing - Family	9	DU

☐ Click here to add a single custom land use type (will be included in the above list)

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A Parking

Reduce Parking Supply
☐ Proposed Prj ☑ Mitigation
542 city code parking provision for the project site
402 actual parking provision for the project site

Unbundle Parking
☑ Proposed Prj ☐ Mitigation
110 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
1.00 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
2,467 Daily Vehicle Trips	**1,959** Daily Vehicle Trips
17,795 Daily VMT	**14,134** Daily VMT
7.6 Household VMT per Capita	**6.0** Household VMT per Capita
8.9 Work VMT per Employee	**7.0** Work VMT per Employee

Significant VMT Impact?

Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

10/5/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 5, 2019
Project Name: 1024 Mateo Street Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 1024 MATEO ST, 90021

Version 1.0

Project Information

Land Use Type		Value	Units
Housing	Single Family	0	DU
	Multi Family	97	DU
	Townhouse	0	DU
	Hotel	0	Rooms
	Motel	0	Rooms
Affordable Housing	Family	9	DU
	Senior	0	DU
	Special Needs	0	DU
	Permanent Supportive	0	DU
Retail	General Retail	13.979	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	13.126	ksf
	Fast-Food Restaurant	0.000	ksf
	Quality Restaurant	0.000	ksf
	Auto Repair	0.000	ksf
	Home Improvement Superstore	0.000	ksf
	Free-Standing Discount	0.000	ksf
	Movie Theater	0	Seats
Office	General Office	95	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
Other		0	Trips

Analysis Results

Total Employees: 460
Total Population: 247

Proposed Project		With Mitigation	
2,467	Daily Vehicle Trips	1,959	Daily Vehicle Trips
17,795	Daily VMT	14,134	Daily VMT
7.6	Household VMT per Capita	6	Household VMT per Capita
8.9	Work VMT per Employee	7	Work VMT per Employee

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		With Mitigation	
VMT Threshold	*Impact*	*VMT Threshold*	*Impact*
Household > 6.0	Yes	*Household > 6.0*	No
Work > 7.6	Yes	*Work > 7.6*	No

TDM Strategy Inputs

	Strategy Type	*Description*	*Proposed Project*	*Mitigations*
Parking	Reduce parking supply	City code parking provision (spaces)	*0*	542
		Actual parking provision (spaces)	*0*	402
	Unbundle parking	Monthly cost for parking ($)	$110	$110
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	100%	100%
	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%
	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*
	Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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%	13%	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	Appendix B, Parking sections 1 - 6
	Unbundle parking	13%	13%	0%	0%	13%	13%	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%	Appendix B, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	
Education & Encouragement	Voluntary travel behavior change program	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	Appendix B, 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%	Appendix B, Commute Trip Reductions sections 1 - 4
	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%	Appendix B, 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: Compact Infill

		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%	Appendix B, Bicycle Infrastructure sections 1 - 3
	Bike parking per LAMC	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
	Include secure bike parking and showers	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	0.0%	0.6%	
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%	Appendix B, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	0.0%	2.0%	

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	20%	37%	8%	27%	20%	37%	8%	27%	8%	27%	8%	27%
MAX. TDM EFFECT	20%	37%	8%	27%	20%	37%	8%	27%	8%	27%	8%	27%

= Minimum (X%, 1- (1-[a])*(1-[b]))

where: X%=

	urban center	75%
PLACE	*urban*	75%
TYPE	compact infill	40%
MAX:	*suburban center*	20%
	suburban	15%

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: October 5, 2019
Project Name: 1024 Mateo Street Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 1024 MATEO ST, 90021

Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	143	-28.5%	102	7.5	1,067	767
Home Based Other Production	383	-24.3%	290	5.4	2,081	1,577
Non-Home Based Other Production	497	-10.8%	443	7.9	3,931	3,510
Home-Based Work Attraction	668	-21.4%	525	8.4	5,641	4,438
Home-Based Other Attraction	1,173	-23.7%	895	6.6	7,737	5,902
Non-Home Based Other Attraction	535	-10.7%	478	7.2	3,868	3,457

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	-20.1%	82	613	-36.6%	65	487
Home Based Other Production	-20.1%	231	1,259	-36.6%	184	1,000
Non-Home Based Other Production	-8.0%	408	3,229	-26.9%	324	2,565
Home-Based Work Attraction	-8.0%	483	4,083	-26.9%	384	3,243
Home-Based Other Attraction	-8.0%	823	5,430	-26.9%	654	4,313
Non-Home Based Other Attraction	-8.0%	440	3,180	-26.9%	349	2,526

MXD VMT Methodology Per Capita & Per Employee

Total Population: 247
Total Employees: 460
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,872**	**1,487**
Total Home Based Work Attraction VMT	**4,083**	**3,243**
Total Home Based VMT Per Capita	**7.6**	**6.0**
Total Work Based VMT Per Employee	**8.9**	**7.0**

ATTACHMENT C
CEN16-45186_1024 S Mateo St

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

28-Feb-19

NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2019 EXISTING V/C	LOS	[2] YEAR 2019 EXISTING W/ PROJECT V/C	LOS	CHANGE V/C [(2)-(1)]	SIGNIF. IMPACT [a]	[3] YEAR 2023 FUTURE PRE-PROJECT V/C	LOS	[4] YEAR 2023 FUTURE W/ PROJECT V/C	LOS	CHANGE V/C [(4)-(3)]	SIGNIF. IMPACT [a]	[5] YEAR 2023 W/ PROJECT + TDM V/C	LOS	CHANGE V/C [(5)-(3)]	MITI-GATED	[6] YEAR 2023 W/ PROJECT + TDM & TMO V/C	LOS	CHANGE V/C [(6)-(3)]	MITI-GATED
1	Central Avenue / 7th Street	AM PM	0.573 0.617	A B	0.576 0.620	A B	0.003 0.003	NO NO	0.961 1.027	E F	0.965 1.032	E F	0.004 0.005	NO NO	0.964 1.032	E F	0.003 0.005	N/A N/A	0.954 1.022	E F	-0.007 -0.005	N/A N/A
2	Alameda Street / 6th Street	AM PM	0.566 0.618	A B	0.569 0.620	A B	0.003 0.002	NO NO	1.058 1.343	F F	1.061 1.346	F F	0.003 0.003	NO NO	1.060 1.345	F F	0.002 0.002	N/A N/A	1.050 1.335	F F	-0.008 -0.008	N/A N/A
3	Alameda Street / 7th Street	AM PM	0.663 0.658	B B	0.666 0.664	B B	0.003 0.006	NO NO	1.260 1.430	F F	1.270 1.440	F F	0.010 0.010	YES YES	1.267 1.437	F F	0.007 0.007	YES YES	1.257 1.427	F F	-0.003 -0.003	YES YES
4	Alameda Street / 8th Street	AM PM	0.393 0.329	A A	0.393 0.331	A A	0.000 0.002	NO NO	0.593 0.581	A A	0.593 0.583	A A	0.000 0.002	NO NO	0.593 0.583	A A	0.000 0.002	N/A N/A	0.583 0.573	A A	-0.010 -0.008	N/A N/A
5	Alameda Street / Olympic Boulevard	AM PM	0.685 0.839	B D	0.696 0.849	B D	0.011 0.010	NO NO	1.047 1.189	F F	1.053 1.200	F F	0.006 0.011	NO YES	1.051 1.197	F F	0.005 0.009	N/A YES	1.041 1.187	F F	-0.005 -0.001	N/A YES
6	Mateo Street / 6th Street	AM PM	0.383 0.356	A A	0.386 0.362	A A	0.003 0.006	NO NO	0.823 0.907	D E	0.827 0.913	D E	0.004 0.006	NO NO	0.826 0.911	D E	0.003 0.004	N/A N/A	0.816 0.901	D E	-0.007 -0.006	N/A N/A
7	Mateo Street / 7th Street	AM PM	0.414 0.486	A A	0.428 0.511	A A	0.014 0.025	NO NO	0.868 1.185	D F	0.891 1.209	D F	0.023 0.024	YES YES	0.885 1.203	D F	0.017 0.019	YES NO	0.875 1.193	D F	0.007 0.009	YES YES
8	Mateo Street / Olympic Boulevard	AM PM	0.493 0.382	A A	0.507 0.389	A A	0.014 0.007	NO NO	0.605 0.511	B A	0.619 0.521	B A	0.014 0.010	NO NO	0.615 0.517	B A	0.011 0.007	N/A N/A	0.605 0.507	B A	0.001 -0.003	N/A N/A

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

28-Feb-19

			[1]		[2]				[3]		[4]				[5]				[6]			
			YEAR 2019 EXISTING		YEAR 2019 EXISTING W/ PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2023 FUTURE PRE-PROJECT		YEAR 2023 FUTURE W/ PROJECT		CHANGE V/C	SIGNIF. IMPACT	YEAR 2023 W/ PROJECT + TDM		CHANGE V/C	MITI-GATED	YEAR 2023 W/ PROJECT + TDM & TMO		CHANGE V/C	MITI-GATED
NO.	INTERSECTION	PEAK HOUR	V/C	LOS	V/C	LOS	[(2)-(1)]	[a]	V/C	LOS	V/C	LOS	[(4)-(3)]	[a]	V/C	LOS	[(5)-(3)]		V/C	LOS	[(5)-(3)]	
9	Santa Fe Avenue / 7th Street	AM PM	0.424 0.675	A B	0.426 0.681	A B	0.002 0.006	NO NO	1.046 1.384	F F	1.048 1.391	F F	0.002 0.007	NO NO	1.047 1.388	F F	0.001 0.005	N/A N/A	1.037 1.378	F F	-0.009 -0.005	N/A N/A
10	Santa Fe Avenue / 8th Street	AM PM	0.514 0.606	A B	0.518 0.614	A B	0.004 0.008	NO NO	1.013 0.892	F D	1.021 0.900	F D	0.008 0.008	NO NO	1.019 0.898	F D	0.006 0.006	N/A N/A	1.009 0.888	F D	-0.004 -0.004	N/A N/A
11	Santa Fe Avenue / Porter Street	AM PM	0.565 0.674	A B	0.570 0.683	A B	0.005 0.009	NO NO	0.761 0.910	C E	0.767 0.918	C E	0.006 0.008	NO NO	0.765 0.916	C E	0.004 0.006	N/A N/A	0.755 0.906	C E	-0.006 -0.004	N/A N/A
12	Santa Fe Avenue / Olympic Boulevard	AM PM	0.776 0.828	C D	0.782 0.836	C D	0.006 0.008	NO NO	1.040 1.049	F F	1.045 1.058	F F	0.005 0.009	NO NO	1.043 1.056	F F	0.004 0.006	N/A N/A	1.033 1.046	F F	-0.006 -0.004	N/A N/A

[a] According to LADOT's "Transportation Impact Study Guidelines", December 2016, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Final v/c	LOS	Project Related Increase in v/c
0.701 - 0.800	C	equal to or greater than 0.040
0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E, F	equal to or greater than 0.010

Table 10-1
PROJECT TRIP GENERATION [1]
WITH TRANSPORTATION DEMAND MANAGEMENT

07-Mar-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Live-Work Apartments [3]	106 DU	776	11	38	49	37	22	59
Live-Work Office [4]	2,250 GSF	22	3	0	3	0	3	3
General Office [4]	92,740 GSF	903	93	15	108	17	90	107
Restaurant [5]	13,126 GSF	1,472	72	58	130	79	49	128
Retail [6]	13,979 GLSF	528	8	5	13	25	28	53
Subtotal		3,701	187	116	303	158	192	350
Transit Trips [7]								
Live-Work Apartments (5%)		(39)	(1)	(2)	(3)	(2)	(1)	(3)
Live-Work Office (5%)		(1)	0	0	0	0	0	0
General Office (5%)		(45)	(5)	(1)	(6)	(1)	(5)	(6)
Restaurant (5%)		(74)	(4)	(3)	(7)	(4)	(2)	(6)
Retail (5%)		(26)	0	0	0	(1)	(1)	(2)
Subtotal		(185)	(10)	(6)	(16)	(8)	(9)	(17)
Internal Capture [8]								
Live-Work Apartments (20%)		(147)	(2)	(7)	(9)	(7)	(4)	(11)
Live-Work Office (20%)		-	-	-	-	-	-	-
General Office (20%)		(172)	(18)	(3)	(21)	(3)	(17)	(20)
Restaurant (20%)		(280)	(14)	(11)	(25)	(15)	(9)	(24)
Retail (20%)		(100)	(2)	(1)	(3)	(5)	(5)	(10)
Subtotal		(699)	(36)	(22)	(58)	(30)	(35)	(65)
Subtotal Project Driveway Trips		**2,817**	**141**	**88**	**229**	**120**	**148**	**268**
Proposed Pass-By Trips [9]								
Restaurant (20%)		(224)	(11)	(9)	(20)	(12)	(8)	(20)
Retail (50%)		(201)	(3)	(2)	(5)	(10)	(11)	(21)
Subtotal		(425)	(14)	(11)	(25)	(22)	(19)	(41)
PROPOSED PROJECT WITHOUT TDM		**2,392**	**127**	**77**	**204**	**98**	**129**	**227**
Trip Reduction due to TDM (20%) [10]		**(478)**	**(25)**	**(15)**	**(40)**	**(20)**	**(26)**	**(46)**
PROPOSED PROJECT WITH TDM		**1,914**	**102**	**62**	**164**	**78**	**103**	**181**
Existing Site								
Bus Depot [11], [12]	(16,960) GLSF	(530)	(25)	(13)	(38)	(25)	(28)	(53)
NET TRIPS (EXISTING USE)		**(530)**	**(25)**	**(13)**	**(38)**	**(25)**	**(28)**	**(53)**
NET DIFFERENCE		**1,384**	**77**	**49**	**126**	**53**	**75**	**128**

[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.
- Daily Trip Rate: 7.32 trips/dwelling units; 50% inbound/50% outbound
- 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] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 9.74 trips/1,000 SF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.16 trips/1,000 SF of floor area; 86% inbound/14% outbound
- PM Peak Hour Trip Rate: 1.15 trips/1,000 SF of floor area; 16% inbound/84% outbound
[5] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.
- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of leasable floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of leasable floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of leasable floor area; 48% inbound/52% outbound
[7] The transit reduction is based on the site's proximity to the Metro Gold Line and various bus lines as well as the land use characteristics of the project.
[8] The internal capture reduction for the project is based on the synergy between all the land uses provided within the project site.
[9] ITE Land Use Code 942 (Automobile Care Center) trip generation average rates.
- Daily Trip Rate: No average trip rates available.
- AM Peak Hour Trip Rate: 2.25 trips/1,000 SF of floor area; 66% inbound/34% outbound
- PM Peak Hour Trip Rate: 3.11 trips/1,000 SF of floor area; 48% inbound/52% outbound
[10] Daily trip ends estimated based on the assumption that the higher of the AM or PM total peak hour traffic volume typically represents 10 percent of the daily traffic volume.
[11] 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 commercial component of the project based on the LADOT Transportation Impact Study Guidelines, December 2016 for High Turnover Restaurant and Shopping Center less than 50,000 SF.

Appendix G-3:

VMT Analysis

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

**Linscott, Law &
Greenspan, Engineers**
20931 Burbank Boulevard
Suite C
Woodland Hills, CA 91367
818.835.8648 T
818.835.8649 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

MEMORANDUM

To:	Clare Bronowski Glaser Weil	Date:	October 5, 2019
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	5-16-0299-1
Subject:	**Traffic Analysis Addendum for the Proposed Mixed-Use Project 1024 South Mateo Street – Vehicle Miles Traveled Analysis**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide an addendum traffic analysis for the proposed mixed-use project at 1024 South Mateo Street ("the Project") in the Arts District of the City of Los Angeles. LLG previously prepared the traffic impact study dated March 7, 2019 (the "approved traffic study") for this Project based on the Los Angeles Department of Transportation (LADOT) *Transportation Impact Study Guidelines*, December 2016 (the "2016 Guidelines"). The findings of the approved traffic assessment were confirmed based on the LADOT traffic assessment letter dated April 25, 2019. The approved traffic study concluded that based on the 2016 Guidelines, the Project – with incorporation of recommended mitigation measures – would not create a significant impact at any of the 12 study intersections analyzed in the approved traffic study.

In September 2013, the Governor's Office signed Senate Bill (SB) 743, starting a process that fundamentally changes the way transportation impact analysis is conducted under the California Environmental Quality Act. Within the State's CEQA Guidelines, these changes include the elimination of auto delay, Level of Service (LOS), and similar measurements of vehicular roadway capacity and traffic congestion as the basis for determining significant traffic impacts. SB 743 identifies Vehicle Miles Traveled (VMT) as the most appropriate CEQA transportation metric, along with the elimination of auto delay/LOS for CEQA purposes statewide. The justification for this paradigm shift is that auto delay/LOS impacts lead to improvements that increase roadway capacity and therefore induce more traffic and greenhouse gas emissions.

In July 2019, the Los Angeles City Council formally adopted VMT as the criteria for determining transportation impacts of development projects. In conjunction with the adoption of VMT, LADOT issued a revised *Transportation Assessment Guidelines* document dated July 2019 (the "2019 Guidelines"). Further, LADOT issued a memorandum dated August 9, 2019 stating that while traffic studies prepared and approved under the 2016 Guidelines will still be honored, it recommends that these projects also evaluate VMT as part of their transportation analysis. Accordingly, LLG has prepared this addendum traffic analysis to provide a VMT analysis for the Project.

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VMT Calculation

The Project proposes a mixed-use development consisting of 97 market-rate apartment units, nine (9) affordable family apartment units, 92,740 square feet of general office floor area, 13,126 square feet of restaurant floor area, and 13,979 square feet of retail floor area. The Project proposes to provide 402 vehicle parking spaces on-site.

A VMT calculation has been prepared for the Project using the LADOT VMT Calculator. The results are contained within ***Appendix A*.**

Household VMT

As shown in *Appendix A*, the Household VMT is calculated to be 7.7 miles per Capita. The threshold of significance applicable to the Project (located in an area under the jurisdiction of the City's Central Area Planning Commission) is 6.0 miles per Capita. Therefore, prior to consideration of potential mitigation measures, the Project's Household VMT would be calculated to have a significant impact. The Project proposes to implement transportation demand (TDM) strategies, which are described below, to reduce the Project's Household VMT to 6.0 miles, which matches the maximum allowed per Capita VMT. Therefore, the Project's Household VMT is considered to be less than significant.

Work VMT

As shown in *Appendix A*, the Work VMT is calculated to be 8.9 miles per Employee. The threshold of significance applicable to the Project (based on its location in the City's Central Area Planning Commission) is 7.6 miles per Employee. Therefore, prior to consideration of potential mitigation measures, the Project's Work VMT would be calculated to have a significant impact. The Project proposes to implement TDM strategies, which are described below, to reduce the Project's Work VMT to 7.0 miles, which is less than the maximum allowed per Employee VMT. Therefore, the Project's Work VMT is considered to be less than significant.

Summary of TDM Strategies

As outlined in the data sheets from the VMT Calculator provided in *Appendix A*, the VMT calculation incorporates TDM strategies, both as project features and mitigation measures. The TDM strategies are listed in Table 2.2-2 of the 2019 Guidelines. The following TDM strategies will be included as part of the Project:

- Reduce Parking Supply
- Unbundle Parking
- Transit Subsidies
- Voluntary Travel Behavior Change Program
- Include Bike Parking per Los Angeles Municipal Code (LAMC)
- Include Secure Bike Parking and Showers
- Pedestrian Network Improvements

Further discussion of these TDM strategies are provided in the following paragraphs.

Reduce Parking Supply

Section 12.21A4 of the LAMC provides the following off-street parking rates applicable to the Project:

- Studio Units: 30 units x 1 space per unit;
- One Bedroom Units: 25 units x 1.5 spaces per unit;
- Two Bedroom Units: 51 units x 2 spaces per unit;
- Retail Area: 13,979 s.f. x 1 space per 250 s.f.;
- Restaurant Area: 13,126 s.f. x 1 space per 100 s.f.; and
- Office Area: 97,740 s.f. x 1 space per 500 s.f.

Based on the above, the parking requirement for the Project per the LAMC (prior to consideration of allowable adjustments described below) would be 542 spaces. As a Project feature, the Project proposes to provide 402 parking spaces, which is less than the unadjusted LAMC requirement.

The Project is utilizing the following provisions from the Municipal Code to reduce vehicle parking on the site: LAMC 12.21 A.4 for the residential component and LAMC 12.21 A.4(x)(3) for the non-residential component. Based on the rates permitted in the Municipal Code, the parking calculation would be as follows:

- Studio Units: 30 units x 1 space per unit;
- One Bedroom Units: 25 units x 1 space per unit;
- Two Bedroom Units: 51 units x 2 spaces per unit;
- Retail Area: 13,979 s.f. x 1 space per 500 s.f.;
- Restaurant Area: 13,126 s.f. x 1 space per 500 s.f.; and
- Office Area: 97,740 s.f. x 1 space per 500 s.f.

Based on the above, the minimum parking supply requirement for the Project per provisions of the Municipal Code would be 397 vehicle spaces. The Project proposes to provide 402 parking spaces (i.e., 140 spaces less than the 542 spaces required in the LAMC prior to consideration of allowable adjustments). The maximum available VMT reduction allowed in the VMT Calculator for reducing the Project parking supply is 13%.

Unbundle Parking

The strategy unbundles the parking costs from the property costs, requiring those who wish to purchase parking spaces to do so at an additional cost from the property cost. This strategy is applicable for residential components of development projects.

At the time of initial opening of the development, the Project proposes as a Project feature to charge $110 per month per parking space, separate from the monthly cost to rent the unit. The maximum available VMT reduction allowed in the VMT Calculator for providing unbundle parking is 26% of residential-based VMT.

Transit Subsidies

This strategy involves the subsidization of transit fare for residents and employees of the project site. The subsidy must be proactively offered to each dwelling unit and/or employee at least once annually for a minimum of five years.

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As a mitigation measure, the Project proposes to offer $0.75 per day to eligible employees and residents of the Project. Eligibility is determined based on the employee or resident also not parking a vehicle on-site. The maximum available VMT reduction allowed in the VMT Calculator for providing transit subsidies is 20%.

Voluntary Travel Behavior Change Programs

This strategy involves the development of a travel behavior change program that targets individual attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and opportunities to alter their habits. These programs often include two-way mass communication campaigns and travel feedback programs that actively engage participants as they make their travel choices in real time. This program also relies on a coordinator to manage the program and administer the tools, which may be analog (paper forms) or digital (online logging system, push notifications from an app, etc.). This strategy does not include any monitoring or reporting, but may encourage individual tracking and reporting of trips for incentives.

As a mitigation measure, the Project will assign staff to serve as the transportation management coordinator for purposes of developing a transportation program and informing Project residents and employees of available travel options. The maximum available VMT reduction allowed in the VMT Calculator for implementing a travel behavior change program is 8%.

Include Bike Parking per LAMC

Table 12.21 A.16 (a)(1)(i) of the LAMC provides the required short-term and long-term bicycle parking spaces for the residential component of the Project (106 units). The short-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per 10 units (3 spaces);
- Dwelling Units 26-100: 1 space per 15 units (5 spaces); and
- Dwelling Units 101-200: 1 space per 20 units (1 space).

The long-term bicycle parking ratios are as follows:

- Dwelling Units 1-25: 1 space per unit (25 spaces);
- Dwelling Units 26-100: 1 space per 1.5 units (50 spaces); and
- Dwelling Units 101-200: 1 space per 2 units (3 spaces).

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Table 12.21 A.16 (a)(2) of the LAMC provides the required short-term and long-term bicycle parking spaces for the commercial components of the Project. The short-term bicycle parking ratios are as follows:

- Office (92,740 s.f.): 1 space per 10,000 s.f. (9 spaces);
- Restaurant (13,126 s.f.): 1 space per 2,000 s.f. (7 spaces); and
- Retail (13,979 s.f.): 1 space per 2,000 s.f. (7 spaces).

The long-term bicycle parking ratios are as follows:

- Office (92,740 s.f.): 1 space per 5,000 s.f. (19 spaces);
- Restaurant (13,126 s.f.): 1 space per 2,000 s.f. (7 spaces); and
- Retail (13,979 s.f.): 1 space per 2,000 s.f (7 spaces).

Based on the above, the Project is required to provide 9 short-term and 78 long-term bicycle parking spaces for the residential component. For the commercial component, the Project is required to provide 23 short-term spaces and 33 long-term spaces. As a project feature, the Project will provide the minimum number of short-term and long-term bicycle parking spaces for the residential and commercial components. The maximum available VMT reduction allowed in the VMT Calculator for providing bike parking per the LAMC is 0.625%.

Include Secure Bike Parking and Showers

This strategy involves implementation of additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel by providing amenities at destinations. This strategy applies to projects that include bicycle parking on-site per LAMC. Projects providing long-term bicycle parking secured from the general public in accordance with LAMC Section 12.21A.16(d)(2) and showers in accordance with LAMC Section 91.6307 qualify for this measure.

The Project will provide short-term and long-term bicycle parking in accordance with LAMC Section 12.21A.16(d)(2). In addition, the Project will provide showers in accordance with LAMC Section 91.6307.

The maximum available VMT reduction allowed in the VMT Calculator for including secure bike parking and showers is 0.625%.

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Pedestrian Network Improvements

This strategy involves implementation of pedestrian network improvements throughout and around the project site that encourage people to walk. This includes internally linking all uses within the project site with pedestrian facilities such as sidewalks, and connecting the project site to the surrounding pedestrian network.

The Project includes pedestrian access points directly to sidewalks on the adjacent streets. Specifically, a walk-in entrance to the Project's residential component is proposed via Bay Street. Additionally, a walk-in entrance to the Project's office and restaurant components is proposed via Mateo Street. Pedestrian access to the ground floor retail uses is also proposed via the adjacent streets.

The Project will improve existing sidewalks or construct new sidewalks on Bay Street, Mateo Street, and Sacramento Street adjacent to the site. The new sidewalks are a substantial improvement upon the existing condition as sidewalks currently do not exist on Bay Street and Sacramento Street adjacent to the site.

The maximum available VMT reduction allowed in the VMT Calculator for the Project providing pedestrian network improvements is 2%.

As shown in the VMT Calculator output contained within *Appendix A*, the Project, with the above-mentioned TDM strategies, is expected to generate 1,959 daily vehicle trips, a daily VMT of 14,134 miles, a Household VMT per Capita of 6.0 miles, and a Work VMT per Employee of 7.0 miles. The 2019 Guidelines state that the Household VMT per Capita threshold for the City's Central Area Planning Commission must be 6.0 miles or less. In addition, the applicable Work VMT per Employee threshold is 7.6 miles. Therefore, it can be concluded that the Project, with the implementation of the TDM strategies listed above, will not generate a significant VMT impact.

Summary

This memorandum provides an addendum to the traffic analysis prepared for the proposed mixed-use project located at 1024 South Mateo Street in the City of Los Angeles.

The conclusions of the addendum to the approved traffic study are as follows:

- LADOT previously review and approved a traffic study prepared for the Project based on the 2016 Guidelines. LADOT concluded that with implementation of the mitigation measures recommended in the traffic study, the traffic impacts of the Project would be less than significant based on the 2016 Guidelines.

- A VMT calculation was prepared to comply with SB 743 and LADOT's 2019 Guidelines. The Project proposes to implement TDM strategies as project features and mitigation measures to reduce its Household (per Capita) and Work (per Employee) VMT. Based on the threshold of significance for the City's Central Area Planning Commission, the Project will not generate a significant Household or Work VMT impact.

cc: File

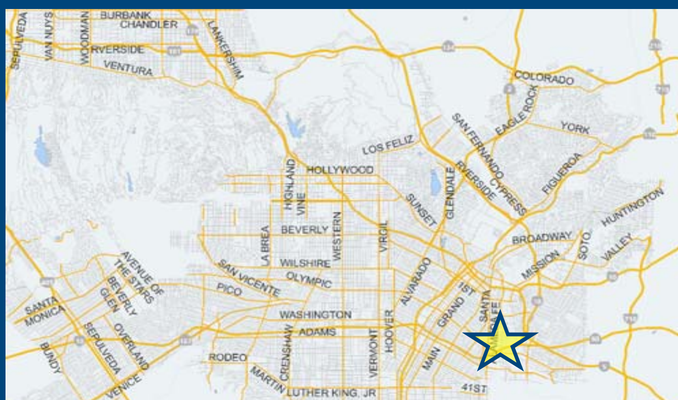
CITY OF LOS ANGELES VMT CALCULATOR Version 1.0

Project Information

Project: 1024 Mateo Street Mixed-Use Project

Scenario: Proposed Project

Address: 1024 MATEO ST, 90021



Land Use Type	Value	Unit
Retail | General Retail	13.979	ksf
Housing | Multi-Family	97	DU
Retail | General Retail	13.979	ksf
Retail | High-Turnover Sit-Down Restaurant	13.126	ksf
Office | General Office	94.99	ksf
Housing | Affordable Housing - Family	9	DU

☐ Click here to add a single custom land use type (will be included in the above list)

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is proposed part of the project or is a mitigation strategy

A Parking

Reduce Parking Supply — ☐ Proposed Prj ☑ Mitigation
- 542 city code parking provision for the project site
- 402 actual parking provision for the project site

Unbundle Parking — ☑ Proposed Prj ☐ Mitigation
- 110 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
- 1.00 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
Daily Vehicle Trips	2,467	1,959
Daily VMT	17,795	14,134
Household VMT per Capita	7.6	6.0
Work VMT per Employee	8.9	7.0

Significant VMT Impact?

Proposed Project	With Mitigation
Household: Yes Threshold = 6.0 15% Below APC	**Household: No** Threshold = 6.0 15% Below APC
Work: Yes Threshold = 7.6 15% Below APC	**Work: No** Threshold = 7.6 15% Below APC

Measuring the Miles

10/5/2019

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 5, 2019
Project Name: 1024 Mateo Street Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 1024 MATEO ST, 90021

Version 1.0

Project Information

Land Use Type		*Value*	*Units*
Housing	*Single Family*	*0*	*DU*
	Multi Family	97	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	9	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	13.979	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	13.126	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement Superstore	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	95	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*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: October 5, 2019
Project Name: 1024 Mateo Street Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 1024 MATEO ST, 90021

Version 1.0

Analysis Results

Total Employees: 460
Total Population: 247

Proposed Project		With Mitigation	
2,467	**Daily Vehicle Trips**	**1,959**	**Daily Vehicle Trips**
17,795	**Daily VMT**	**14,134**	**Daily VMT**
7.6	**Household VMT per Capita**	**6**	**Household VMT per Capita**
8.9	**Work VMT per Employee**	**7**	**Work VMT per Employee**

Significant VMT Impact?

APC: Central

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 7.6

Proposed Project		With Mitigation	
VMT Threshold	***Impact***	***VMT Threshold***	***Impact***
Household > 6.0	Yes	*Household > 6.0*	No
Work > 7.6	Yes	*Work > 7.6*	No

TDM Strategy Inputs

	Strategy Type	*Description*	*Proposed Project*	*Mitigations*
Parking	Reduce parking supply	City code parking provision (spaces)	*0*	542
		Actual parking provision (spaces)	*0*	402
	Unbundle parking	Monthly cost for parking ($)	$110	$110
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$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%*	100%
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	$0.75
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	100%	100%
	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%*
	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*
	Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	*0*	Yes
	Include secure bike parking and showers	Includes indoor bike parking/lockers, showers, & repair station (Yes/No)	*0*	Yes
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*	within project and connecting off-site

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		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%	13%	0%	13%	0%	13%	0%	13%	0%	13%	0%	13%	Appendix B, Parking sections 1 - 6
	Unbundle parking	13%	13%	0%	0%	13%	13%	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%	Appendix B, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	0%	6%	
Education & Encouragement	Voluntary travel behavior change program	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	8%	Appendix B, 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%	Appendix B, Commute Trip Reductions sections 1 - 4
	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%	Appendix B, 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: Compact Infill

		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%*	Appendix B, Bicycle Infrastructure sections 1 - 3
	Bike parking per LAMC	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
	Include secure bike parking and showers	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	*0.0%*	0.6%	
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%*	Appendix B, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	*0.0%*	2.0%	

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	20%	37%	8%	27%	20%	37%	8%	27%	8%	27%	8%	27%
MAX. TDM EFFECT	20%	37%	8%	27%	20%	37%	8%	27%	8%	27%	8%	27%

= Minimum (X%, 1- (1-[a])*(1-[b]))

where: X%=

	urban center	75%
PLACE TYPE MAX:	*urban*	75%
	compact infill	40%
	suburban center	20%
	suburban	15%

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: October 5, 2019
Project Name: 1024 Mateo Street Mixed-Use Project
Project Scenario: Proposed Project
Project Address: 1024 MATEO ST, 90021

Version 1.0

MXD Methodology - Existing Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	143	-28.5%	102	7.5	1,067	767
Home Based Other Production	383	-24.3%	290	5.4	2,081	1,577
Non-Home Based Other Production	497	-10.8%	443	7.9	3,931	3,510
Home-Based Work Attraction	668	-21.4%	525	8.4	5,641	4,438
Home-Based Other Attraction	1,173	-23.7%	895	6.6	7,737	5,902
Non-Home Based Other Attraction	535	-10.7%	478	7.2	3,868	3,457

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	-20.1%	82	613	-36.6%	65	487
Home Based Other Production	-20.1%	231	1,259	-36.6%	184	1,000
Non-Home Based Other Production	-8.0%	408	3,229	-26.9%	324	2,565
Home-Based Work Attraction	-8.0%	483	4,083	-26.9%	384	3,243
Home-Based Other Attraction	-8.0%	823	5,430	-26.9%	654	4,313
Non-Home Based Other Attraction	-8.0%	440	3,180	-26.9%	349	2,526

MXD VMT Methodology Per Capita & Per Employee

Total Population: 247
Total Employees: 460
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,872**	**1,487**
Total Home Based Work Attraction VMT	**4,083**	**3,243**
Total Home Based VMT Per Capita	**7.6**	**6.0**
Total Work Based VMT Per Employee	**8.9**	**7.0**

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: ______________________________

Title: ______________________________

Company: ______________________________

Address: ______________________________

Phone: ______________________________

Email Address: ______________________________

Date: ______________________________

Appendix H:

Tribal Cultural Resources Assessment

Tribal Cultural Resources Assessment for the 1024 Mateo Street Project, Los Angeles, California

MAY 2019

PREPARED FOR

Mateo Arts, LLC

PREPARED BY

SWCA Environmental Consultants

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Tribal Cultural Resources Assessment for the 1024 Mateo Street Project, Los Angeles, California

Prepared for

Mateo Arts, LLC
1875 Century Park East, Suite 1750
Los Angeles, CA 90067
Attn: Daniel A. Abrams and Sammi Shaaya

Prepared by

Chris Millington, M.A., RPA
and
Trevor Gittelhough, M.A., RPA

SWCA Environmental Consultants
51 West Dayton Street
Pasadena, California 91105
(626) 240-0587
www.swca.com

SWCA Project No. 055465.00
SWCA CRRD Report No. 19-224

May 2019

Keywords: CEQA; tribal cultural sensitivity assessment; City of Los Angeles Department of City Planning; Arts District; 2018 E Bay St, 2016 E Bay St, 2010 E Bay St, 2006 E Bay St, 2006 1/2 E Bay St, 1000 S Mateo St, 1000 1/4 S Mateo St, 1010 S Mateo St, 1012 S Mateo St, 2023 E Sacramento St, 2023 1/2 E Sacramento St, 2019 E Sacramento St, 2019 1/2 E Sacramento St, 2015 E Sacramento St, 2015 1/2 E Sacramento St, 2011 E Sacramento St, 2009 E Sacramento St, 2007 E Sacramento St, 2005 E Sacramento St, 2001 E Sacramento St, 1026 S Mateo St, 1024 S Mateo St, 1020 S Mateo St, 1018 S Mateo St, 1014 S Mateo St; Los Angeles; Hollywood quadrangle; Township 1 South, Range 13 West, Section 9

MANAGEMENT SUMMARY

Purpose and Scope: Mateo Arts, LLC (the Applicant) retained SWCA Environmental Consultants (SWCA) to conduct a tribal cultural resources sensitivity assessment in support of the proposed 1024 Mateo Street Project located in the city of Los Angeles, California, within the Arts District neighborhood. The Applicant proposes to construct a mixed-income, eight-story mixed-use development containing approximately 106 Live/Work condominiums units and approximately 119,843 square feet of commercial space that includes 13,978 square feet of retail and 13,126 square feet of restaurant space (the Project). The Project site fronts along Mateo, Bay, and Sacramento Streets, and consists of 62,111 square feet (1.43 acres) of lot area. The following study addresses tribal cultural resources for purposes of compliance with the California Environmental Quality Act (CEQA), specifically Assembly Bill 52 (AB 52), but also including relevant portions of Public Resources Code (PRC) Sections 5024.1, 15064.5, 21074, 21083.2, 21084.1, and 21084.2. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency under CEQA for the Project. CEQA requires a lead agency to analyze whether a tribal cultural resource is present, supported by substantial evidence, and may be adversely affected by a proposed project. This report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), sacred lands file (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood (i.e., sensitivity) of tribal cultural resources within the Project site and to inform the analysis of potential impacts in accordance with Appendix G of the CEQA Guidelines.

Dates of Investigation: On March 18, 2019 SWCA conducted a confidential search of the CHRIS records at the SCCIC on the campus of California State University, Fullerton. On April 25, 2019, SWCA received the results of a SLF search from the NAHC.

Summary of Findings: No tribal cultural resources were identified in a CHRIS records search within the project site and a 0.5-mile radius. The SLF records search did not identify any sacred lands or sites in the project site. The closest known sites with Native American-affiliated materials on file at the CHRIS are mapped in approximately 1.5 miles north of the Project site, between the Los Angeles Plaza, Union Station, and MWD Headquarters building. The Gabrielino village known as Yaanga and several other important Historic-period Gabrielino sites (e.g., Pueblito. Rancheria de los Poblanos, and two unnamed rancherias) were located in the same approximate area, more than 1 mile from the Project site. The general proximity of the Project site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for unknown tribal cultural resources, particularly for the physical remains of temporary open camps. Such camps are typically identified by the presence of hearth features, ground stone and other types of artifact assemblages. Archival research indicated that at least by 1849, the Project site or at least portions were likely plowed and planted as a corn field. Subsequent development as a residential block between the 1890s and 1910s, and multiple episodes of redevelopment through the twentieth century would have displaced any former tribal cultural resources affiliated with Native Americans that were once present on the surface or near surface. This significantly reduces the sensitivity for the preservation of any tribal cultural resources within the Project site but does not preclude the potential for tribal cultural resources to be preserved as more deeply buried sites.

Soils within the Project site were assessed on the basis of samples taken for the Project and more generalized soil studies. Sediment profiles in the Project site are typical of deposits within the Los Angeles River floodplain and reflects a mixture of high- and low-energy deposition. Although subtle variations may exist within the alluvial substratum that were not distinguished here, which could have relevance for tribal cultural resource preservation potential, SWCA interprets the disturbances from flood events represented in the soil profiles as having a net reduction in the sensitivity for tribal cultural resources. To the extent that the proposed ground disturbance extends into undisturbed alluvial soils buried beneath previously disturbed sediments, there may be some potential for preservation, but it is considered very unlikely for any tribal cultural resource to be present. Based on these considerations, SWCA finds a **low potential for encountering tribal cultural resources** within the Project site.

Conclusion: Ground disturbances for the project will occur during the proposed demolition, site preparation, and grading phases. Grading is estimated to require up to 25 feet of excavation below the surrounding street elevation that will extend into the underlying alluvial soils. The CHRIS search identified no previously recorded tribal cultural resources within the project site or 0.5-mile radius. An ethnographic literature review and archival research identified several former Native American communities located between 0.5 and 1.5 miles to the east-northeast of the project site, near the Los Angeles Plaza, Union Station, and eastern portions of the downtown area. The NAHC's search of the SLF did not identify any sacred lands or sites. SWCA assessed the potential for an unidentified tribal cultural resource to be present below the surface that could be encountered during the proposed ground disturbing activities. The potential for unidentified tribal cultural resources within the project site is found to be low. The project is subject to the City's standard condition of approval for the inadvertent discovery of tribal cultural resources, which requires construction be halted and California Native American tribes be consulted on treatment. Though unlikely, if present, any unidentified tribal cultural resources have the potential to be significant under CEQA. However, based on the condition of approval, any potential impacts would be reduced to less than significant. Therefore, SWCA finds that the project will have less-than-significant impacts to tribal cultural resources.

Disposition of Data: The final report and any subsequent related reports will be submitted to Mateo Arts, LLC; the Los Angeles Department of City Planning; and the SCCIC at California State University, Fullerton. Research materials and the report are also on file at the SWCA Pasadena Office.

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INTRODUCTION

Mateo Arts, LLC (the Applicant) retained SWCA Environmental Consultants (SWCA) to conduct a tribal cultural resources sensitivity assessment in support of the proposed 1024 Mateo Street Project located in the city of Los Angeles, California, within the Arts District neighborhood. The Applicant proposes to construct a mixed-income, eight-story mixed-use development containing approximately 106 Live/Work condominiums units and approximately 119,843 square feet of commercial space that includes 13,978 square feet of retail and 13,126 square feet of restaurant space (the Project). The Project site fronts along Mateo, Bay, and Sacramento Streets, and consists of 62,111 square feet (1.43 acres) of lot area.

The following study addresses tribal cultural resources for purposes of compliance with the California Environmental Quality Act (CEQA), specifically Assembly Bill 52 (AB 52), but also including relevant portions of Public Resources Code (PRC) Sections 5024.1, 15064.5, 21074, 21083.2, 21084.1, and 21084.2. The City of Los Angeles Department of City Planning (City Planning) is the Lead Agency under CEQA for the Project. CEQA requires a lead agency to analyze whether a tribal cultural resource is present, supported by substantial evidence, and may be adversely affected by a proposed project. This report documents the methods and results of a confidential records search of the California Historical Resources Information System (CHRIS), sacred lands file (SLF) search through the Native American Heritage Commission (NAHC), and archival research used to evaluate the presence or likelihood (i.e., sensitivity) of tribal cultural resources within the Project site and to inform the analysis of potential impacts in accordance with Appendix G of the CEQA Guidelines.

SWCA Senior Archaeologist Chris Millington, M.A., Registered Professional Archaeologist (RPA), managed the project, co-authored the report, and prepared all figures. SWCA Staff Archaeologist Trevor Gittelhough, M.A., RPA, conducted background research and co-authored the report. SWCA Principal Investigator Heather Gibson, Ph.D., RPA, provided additional review of the report. All non-confidential figures in the report are included in Appendix A; Appendix B contains confidential report figures; Appendix C contains the SLF results letter. Copies of the report are on file with the Applicant, City Planning, and the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. All background materials are on file with SWCA's office in Pasadena, California.

PROJECT DESCRIPTION

The Project site is in the city of Los Angeles within the Arts District neighborhood, which is currently characterized with commercial and industrial properties (Figure 1). The Project site consists of 62,111 square feet (1.43 acres) of lot area and fronts along Mateo, Bay, and Sacramento Streets at the following addresses: 2001–2005 Sacramento Street, 1024 Mateo Street, and 2016 Bay Street. The County of Los Angeles Assessor's Office lists the assessor parcel numbers (APNs) as 5166-011-012 and 5166-011-021, which contain lot numbers 73 and 75–84 (Figure 2). Figure 3 includes the former street addresses listed for each of the lots.[1] This location is plotted in Section 9 of Township 1 South, Range 13 West as depicted on the U.S. Geological Survey (USGS) Hollywood, California, 7.5-minute topographic quadrangle (Figure 4).

The Applicant proposes to construct a mixed-income, eight-story mixed-use development containing approximately 106 Live/Work condominiums units and approximately 119,843 square feet of commercial space including 13,978 square feet of retail and 13,126 square feet of restaurant space. One level of subterranean parking will serve as a base for the building, which will require no more than 25 feet of excavation below the current grade. The site is currently occupied to the north by a single 17,400-square-

[1] Prior to 1950, 2007 and 2011 E. Sacramento Street were listed as 2005 and 2009 E. Sacrament Street. Subsequent changes to the parcel and lots were associated with additional changes in street address that are not fully detailed in this report.

foot industrial building used by MV Transportation for bus maintenance and offices, and a 4,800-square-foot structure used for storage. The remainder of the lot is paved with asphalt, which is used for parking, vehicle maintenance, and fueling, and includes some temporary structures. The Project proposes to demolish the extant buildings and asphalt, and excavate up to 25 feet below the current grade.

REGULATORY SETTING

State Regulations

Assembly Bill 52

AB 52 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. Section 4 of AB 52 adds Sections 21074(a) and (b) to the PRC, which address tribal cultural resources and cultural landscapes. Section 21074(a) defines tribal cultural resources as one of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
    (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Section 1(a)(9) of AB 52 establishes that “a substantial adverse change to a tribal cultural resource has a significant effect on the environment.” Effects on tribal cultural resources should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures “capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource.” The environmental document and the mitigation monitoring and reporting program (where applicable) shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

California Register of Historical Resources

Created in 1992 and implemented in 1998, the CRHR is “an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Sections 21083.2 and 21084.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys, or designated by local landmarks programs, may be nominated for inclusion in the CRHR. According to PRC Section 5024.1(c), a resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.

- **Criterion 2:** It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to convey the reasons for their significance. Resources whose historic integrity does not meet NRHP criteria may still be eligible for listing in the CRHR. A site may be considered significant if it displays one or more of the following attributes: chronologically diagnostic, functionally diagnostic, or exotic artifacts; datable materials; definable activity areas; multiple components; faunal or floral remains; archeological or architectural features; notable complexity, size, integrity, time span, or depth; or stratified deposits. Determining the period(s) of occupation at a site provides a context for the types of activities undertaken and may well supply a link with other sites and cultural processes in the region. Further, well-defined temporal parameters can help illuminate processes of culture change and continuity in relation to natural environmental factors and interactions with other cultural groups. Finally, chronological controls might provide a link to regionally important research questions and topics of more general theoretical relevance. As a result, the ability to determine the temporal parameters of a site’s occupation is critical for a finding of eligibility under Criterion 4 (information potential). A site that cannot be dated is unlikely to possess the quality of significance required for CRHR eligibility or be considered a unique archaeological resource. The content of an archeological site provides information regarding its cultural affiliations, temporal periods of use, functionality, and other aspects of its occupation history. The range and variability of artifacts present in the site can allow for reconstruction of changes in ethnic affiliation, diet, social structure, economics, technology, industrial change, and other aspects of culture.

Treatment of Human Remains

The disposition of burials falls first under the general prohibition on disturbing or removing human remains under California Health and Safety Code (CHSC) Section 7050.5. More specifically, remains suspected to be Native American are treated under CEQA at CCR Section 15064.5; PRC Section 5097.98 illustrates the process to be followed if remains are discovered. If 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 descendant (MLD) of the deceased Native American.
- The MLD 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 MLD’s recommendations, the owner or the MLD may request mediation by the NAHC.

METHODS

The following section presents an overview of the methodology used to identify the potential for tribal cultural resources within the Project site.

CHRIS Records Search

On March 18, 2019, SWCA conducted a confidential search of the CHRIS records at the SCCIC on the campus of California State University, Fullerton, to identify previously documented cultural resources within a 0.8-km (0.5-mile) radius of the Project site, as well as any selectively chosen outside the radius to aid in the assessment of tribal cultural resource sensitivity. The SCCIC maintains records of technical studies and previously documented archaeological resources, including those that may be considered tribal cultural resources; it also maintains copies of the OHP's portion of the Historic Resources Inventory.

Confidential CHRIS results include specific information on the nature and location of sensitive sites, which should not be disclosed to the public or unauthorized persons and are exempt from the Freedom of Information Act. The information included in a confidential CHRIS records search is needed to assess the sensitivity for undocumented tribal cultural resources and to inform the impact analysis. The search included any previously recorded archaeological resources that could be considered tribal cultural resources (i.e., excludes Historic-period resources not affiliated with Native Americans) within the Project site and surrounding 0.8-km (0.5-mile) area.

Archival Research

Concurrent with the confidential CHRIS records search, SWCA also reviewed property-specific historical and ethnographic context research to identify information relevant to the Project site. Research focused on a variety of primary and secondary materials relating to the history and development of the Project site, including historical maps, aerial and ground photographs, ethnographic reports, and other environmental data. Historical maps drawn to scale were georeferenced using ESRI ArcMAP v10.5 to show precise relationships to the Project site. Sources consulted included the following publicly accessible data sources: City of Los Angeles OHR (SurveyLA); City of Los Angeles Department of Building and Safety (building permits); David Rumsey Historical Map Collection; Huntington Library Digital Archives; Library of Congress; Los Angeles Public Library Map Collection; Sanborn Fire Insurance Company Maps (Sanborn maps); USGS historical topographic maps; University of California, Santa Barbara, Digital Library (aerial photographs); and University of Southern California Digital Library.

In addition, SWCA reviewed technical reports prepared for the project, including a Site Characterization Report (Buchanan 2015), a Phase I Environmental Site Assessment (ESA) Report (Mahmood 2015), geophysical survey (Feldman 2015), and a Phase II ESA Report (Johannes 2015). Both the Site Characterization Report and Phase II ESA Report included geophysical testing. The Site Characterization report involved four bore holes to a depth of 30.5 feet. The geophysical survey used magnetometers, conductivity meters, metal detectors, and ground-penetrating radar to identify subsurface features (Feldman 2015).

Sensitivity Assessment

In circumstances where a known tribal cultural resource has not been identified, no previous studies have been conducted, and subsurface testing is not feasible because of existing developments, the potential for an unidentified resource to be present (i.e., sensitivity) in the form of a buried site is assessed indirectly. That determination considers past land uses, broadly, and an assessment of whether the setting is capable of containing buried materials (i.e., preservation potential). Lacking any data evidence for the presence or absence of a tribal cultural resources below the surface, the resulting sensitivity is by nature qualitative, ranging along a spectrum of increasing probability for encountering such material, designated here as low, moderate, and high. In general, areas with a favorable setting for habitation or temporary use, soil conditions capable of preserving buried material, and little to no disturbances are considered to have a high sensitivity. Areas lacking these traits are considered to have low sensitivity. Areas with a combination of these traits are considered to have moderate sensitivity.

In assessing the sensitivity for tribal cultural resources, SWCA considers whether the location was favorable for Native American habitation. Indicators of favorable habitability for Native Americans are proximity to natural features (e.g., perennial water source, plant or mineral resource, animal habitat), other known sites, flat topography, and relatively dry conditions. Sensitivity for Native American-affiliated resources also considers Gabrielino ethnographic studies that describe the location of former Native American settlements, foraging and other indigenous land-use behaviors, as well as regional studies of archaeological site distribution.

Preservation potential for tribal cultural resources considers whether the physical setting is capable of containing buried materials and whether any such materials once present have been destroyed, removed, or otherwise not preserved at the location, either because of natural causes (e.g., erosion, flooding) or historical development. The preservation potential relies on an understanding of existing soil conditions and site history. In urban settings, site-specific soil conditions are obtained through geotechnical studies. More generalized information on existing soil conditions for a given location is also assessed on the basis of soil surveys and geologic studies. For areas in which there was intensive historical use that modified the surface and near-surface (e.g., from grading or large-scale excavation), or for areas where there is evidence that the preservation potential is poor, there is reduced sensitivity.

ENVIRONMENTAL SETTING

The Project site is in the Los Angeles Basin, a broad, level plain defined by the Pacific Ocean to the west, the Santa Monica Mountains and Puente Hills to the north, and the Santa Ana Mountains and San Joaquin Hills to the south. This extensive alluvial wash basin is filled with Quaternary alluvial sediments deposited as unconsolidated material eroded from the surrounding hills. Several major watercourses drain the Los Angeles Basin, including the Los Angeles, Rio Hondo, San Gabriel, and Santa Ana rivers. The Project site and vicinity are within a fully urbanized setting on an open aspect plain at an elevation of 74 meters (243 feet) above mean sea level. This site is located in the northern portion of the Peninsular Ranges Geomorphic Province and approximately 6 miles south of the Raymond Fault Zone. The Project site is on a broad alluvial plain with a slightly southern aspect, located south of the Santa Monica Mountains and west of the Los Angeles River.

The south-flowing Los Angeles River is currently located approximately 0.5 km (0.31 mile) east of the Project site; however, historically the channel has shifted courses several times during flood events, with the main channel shifting its location relative to the Project site twice in the last 100 years (Figure 5). The first recorded shift of the river occurred in 1815 when floodwaters overflowed the former channel, shifting the course, previously located to the east of the Project site, at least 0.8 km (0.5 mile) to the southwest, near the present route of North Spring Street, now west of the Project site. That flood destroyed structures built as part of the original Los Angeles Pueblo and is presumed to have also destroyed a Native American village site (Yaanga) also located north of the Project site (Gumprecht 2001:139–141). At that time and before 1825, the river flowed west within the Los Angeles Basin, discharging into the Ballona Wetlands along what is now Ballona Creek, near Santa Monica. Flooding in 1825 then produced the most dramatic shift historically observed in the river's course as the newly formed channel overflowed its banks and shifted its course again, relocating the channel back east of the Project site, now flowing fully south and emptying into the bay near San Pedro. Subsequent shifts occurred along the braided streams within the broader, south-flowing flood plain. The Los Angeles River flooded multiple times, including a catastrophic flood in 1938. Flood events such as these can produce substantial deposits of alluvial sediments within the respective floodplains. Alluvial terraces formed where flooding water eroded into adjacent hillsides. In the downtown Los Angeles area, the backslopes in the location of Bunker Hill delineate the edge of the historical floodplain.

The earliest soil surveys of the area were conducted before 1920 as county-wide effort focused on agricultural productivity. The report from 1919 define the soils in the Project site as the Hanford loam series (Nelson et al. 1919:55). Hanford loam is described as varying between 12 and 72 inches deep, consisting of a brown, friably, light-textured, micaceous loam. While the soil unit generally lacked gravel inclusions, the study notes that small patches and low strips of gravel occur in the courses of streamways where flooding had occurred, as in an area north of Exposition Park in the former westward course of the Los Angeles River. Contemporary soil reports from the U.S. Department of Agriculture, Soil Conservation Service still retain approximately the same description for the Hanford series. Other recent works published by the California Geological Survey synthesized previous studies of the surficial geology and designated a more detailed typology (Bedrossian and Roffers 2012; Bedrossian et al. 2012:16). According to the Bedrossian and Roffers (2012) map, the Project site falls within surficial deposits defined as Young Alluvial Valley Deposits (abbreviated Qya), which were created during the late Pleistocene and Holocene—after approximately 11,700 years ago and before approximately 1000 years ago. The Qya unit is further divided into subunits. The Project site is in the Qya2 subunit (Figure 5), defined for sediments deposited in the late Pleistocene. Qya soils generally consist of unconsolidated to slightly consolidated, undissected to slightly dissected clay, silt, sand, and gravel along stream valleys and alluvial flats of large rivers (the Los Angeles River). The spatial extent of the Qya unit generally correlates with the Hanford loam described in 1919.

Preliminary results of the geotechnical report prepared for the Project (in preparation) identified up to 2 feet of artificial fill in the Project site. Limited soil testing in the Project site was conducted in 2015 by Certified Environmental Consultants, Inc. (CEC) as part of a Phase II ESA (Johannes 2015). The Phase II ESA also included a geophysical survey completed by Geovision Geophysical Services (GGS), which used magnetometers, high-frequency metal detectors, and ground-penetrating radar equipment to search for underground storage tanks (Feldman 2015). The GCS survey identified several surficial metallic objects and three sub-surface anomalies, none of which were considered to be consistent with a large underground storage tank (Feldman 2015). Further results of the geophysical survey are discussed below (see Results: Archival Research).

Anderson Environmental conducted additional soil testing in 2015 and summarized the results in a Site Characterization Report (Buchanan 2015). For their study, Anderson Environmental drilled four bores with six-inch samples taken at 5-foot intervals to a depth of 30 feet below grade. Bore logs completed for the sample locations characterized the soil composition at each of the sample depths. The sediment profiles identified multiple alluvial layers of fine-grained sand and silty sand, some with gravel inclusions, extending down to 10 to 30 feet. Below this the soil consisted of poorly graded sand. Three of the bores identified a stratum of decomposing granite mixed with sand between 15 and 25 feet below the surface.

CULTURAL SETTING

Prehistory

Prehistoric Overview

In the last several decades, researchers have devised numerous prehistoric chronological sequences to aid in understanding cultural changes in southern California. Building on early studies and focusing on data synthesis, Wallace (1955, 1978) developed a prehistoric chronology for the southern California coastal region that is still widely used today and is applicable to near-coastal and many inland areas. Four horizons are presented in Wallace's prehistoric sequence: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Although Wallace's 1955 synthesis initially lacked chronological precision due to a paucity of absolute dates (Moratto 1984:159), this situation has been alleviated by the availability of thousands of radiocarbon dates obtained by southern California researchers in the last three decades (Byrd and Raab 2007:217). As such, several revisions were subsequently made to Wallace's 1955 synthesis using radiocarbon dates and projectile point assemblages (e.g., Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The summary of prehistoric chronological sequences for southern California coastal and near-coastal areas presented below is a composite of information in Wallace (1955) and Warren (1968), as well as more recent studies, including Koerper and Drover (1983).

HORIZON I: EARLY MAN (CA. 10,000–6,000 BC)

The earliest accepted dates for archaeological sites on the southern California coast are from two of the northern Channel Islands, located off the coast of Santa Barbara. On San Miguel Island, Daisy Cave clearly establishes the presence of people in this area approximately 10,000 years ago (Erlandson 1991:105). On Santa Rosa Island, human remains have been dated from the Arlington Springs site to approximately 13,000 years ago (Johnson et al. 2002). Present-day Orange and San Diego counties contain several sites dating from 9,000 to 10,000 years ago (Byrd and Raab 2007:219; Macko 1998:41; Mason and Peterson 1994:55–57; Sawyer and Koerper 2006). Although the dating of these finds remains controversial, several sets of human remains from the Los Angeles Basin (e.g., "Los Angeles Man," "La Brea Woman," and the Haverty skeletons) apparently date to the Middle Holocene, if not earlier (Brooks et al. 1990; Erlandson et al. 2007:54).

Recent data from Horizon I sites indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (e.g., Jones et al. 2002), and a greater emphasis on large-game hunting inland.

HORIZON II: MILLING STONE (6,000–3,000 BC)

Set during a drier climatic regime than the previous horizon, the Milling Stone horizon is characterized by subsistence strategies centered on collecting plant foods and small animals. The importance of the seed processing is apparent in the dominance of stone grinding implements in contemporary archaeological assemblages, namely milling stones (metates) and handstones (manos). Recent research indicates that Milling Stone horizon food procurement strategies varied in both time and space, reflecting divergent responses to variable coastal and inland environmental conditions (Byrd and Raab 2007:220).

HORIZON III: INTERMEDIATE (3,000 BC–AD 500)

The Intermediate horizon is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. An increasing variety and abundance of fish, land mammal, and sea mammal remains are found in sites from this horizon along the California coast. Related chipped stone tools suitable for hunting are more abundant and diversified, and shell fishhooks became part of the toolkit during this period. Mortars and pestles became more common during this period, gradually replacing manos and metates as the dominant milling equipment and signaling a shift away from the processing and consuming of hard seed resources to the increasing importance of the acorn (e.g., Glassow et al. 1988; True 1993).

HORIZON IV: LATE PREHISTORIC (AD 500–HISTORIC CONTACT)

In the Late Prehistoric horizon, there was an increase in the use of plant food resources in addition to an increase in land and sea mammal hunting. There was a concomitant increase in the diversity and complexity of material culture during the Late Prehistoric horizon, demonstrated by more classes of artifacts. The recovery of a greater number of small, finely chipped projectile points suggests increased use of the bow and arrow rather than the atlatl (spear thrower) and dart for hunting. Steatite cooking vessels and containers are also present in sites from this time, and there is an increased presence of smaller bone and shell circular fishhooks; perforated stones; arrow shaft straighteners made of steatite; a variety of bone tools; and personal ornaments such as beads made from shell, bone, and stone. There was also an increased use of asphalt for waterproofing and as an adhesive. Late Prehistoric burial practices are discussed in the Ethnographic Overview section below.

By AD 1000, fired clay smoking pipes and ceramic vessels were being used at some sites (Drover 1971, 1975; Meighan 1954; Warren and True 1961). The scarcity of pottery in coastal and near-coastal sites implies that ceramic technology was not well developed in that area, or that occupants were trading with neighboring groups to the south and east for ceramics. The lack of widespread pottery manufacture is usually attributed to the high quality of tightly woven and watertight basketry that functioned in the same capacity as ceramic vessels.

During this period, there was an increase in population size accompanied by the advent of larger, more permanent villages (Wallace 1955:223). Large populations and, in places, high population densities are characteristic, with some coastal and near-coastal settlements containing as many as 1,500 people. Many of the larger settlements were permanent villages in which people resided year-round. The populations of these villages may have also increased seasonally.

In Warren’s (1968) cultural ecological scheme, the period between AD 500 and European contact, which occurred as early as 1542, is divided into three regional patterns: Chumash (Santa Barbara and Ventura counties), Takic/Numic (Los Angeles, Orange, and western Riverside counties), and Yuman (San Diego County). The seemingly abrupt introduction of cremation, pottery, and small triangular arrow points in parts of modern-day Los Angeles, Orange, and western Riverside counties at the beginning of the Late Prehistoric period is thought to be the result of a Takic migration to the coast from inland desert regions. Modern Gabrielino, Juaneño, and Luiseño people in this region are considered the descendants of the Uto-Aztecan, Takic-speaking populations that settled along the California coast in this period.

Ethnographic Overview

The Project site is in an area historically occupied by the Gabrielino (Bean and Smith 1978:538; Kroeber 1925: Plate 57). Surrounding native groups included the Chumash and Tatataviam/Alliklik to the north, the Serrano to the east, and the Luiseño/Juaneño to the south. There is well-documented interaction between the Gabrielino and many of their neighbors in the form of intermarriage and trade.

The name “Gabrielino” (sometimes spelled Gabrieleno or Gabrieleño) denotes those people who were administered by the Spanish from Mission San Gabriel. This group is now considered a regional dialect of the Gabrielino language, along with the Santa Catalina Island and San Nicolas Island dialects (Bean and Smith 1978:538). In the post-European contact period, Mission San Gabriel included natives of the greater Los Angeles area, as well as members of surrounding groups such as Kitanemuk, Serrano, and Cahuilla. There is little evidence that the people we call Gabrielino had a broad term for their group (Dakin 1978:222); rather, they identified themselves as an inhabitant of a specific community with locational suffixes (e.g., a resident of Yaanga was called a Yabit, much the same way that a resident of New York is called a New Yorker; Johnston 1962:10).

Native words suggested as labels for the broader group of Native Americans in the Los Angeles region include Tongva (or Tong-v; Merriam 1955:7–86) and Kizh (Kij or Kichereno; Heizer 1968:105), although there is evidence that these terms originally referred to local places or smaller groups of people within the larger group that we now call Gabrielino. Nevertheless, many present-day descendants of these people have taken on Tongva as a preferred group name because it has a native rather than Spanish origin (King

1994:12). The term Gabrielino is used in the remainder of this report to designate native people of the Los Angeles Basin and their descendants.

The Gabrielino subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the tribe exploited mountains, foothills, valleys, deserts, riparian, estuarine, and open and rocky coastal eco-niches. Like that of most native Californians, acorns were the staple food (an established industry by the time of the Early Intermediate period). Inhabitants supplemented acorns with the roots, leaves, seeds, and fruits of a variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, and insects, as well as large and small mammals, were also consumed (Bean and Smith 1978:546; Kroeber 1925:631–632; McCawley 1996:119–123, 128–131).

The Gabrielino used a variety of tools and implements to gather and collect food resources. These included the bow and arrow, traps, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. Groups residing near the ocean used oceangoing plank canoes and tule balsa canoes for fishing, travel, and trade between the mainland and the Channel Islands (McCawley 1996:7). Gabrielino people processed food with a variety of tools, including hammer stones and anvils, mortars and pestles, manos and metates, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make ollas and cooking vessels (Blackburn 1963; Kroeber 1925:629; McCawley 1996:129–138).

At the time of Spanish contact, the basis of Gabrielino religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and also taught the people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925:637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the southern Takic groups even as Christian missions were being built and may represent a mixture of native and Christian belief and practices (McCawley 1996:143–144).

Deceased Gabrielino were either buried or cremated, with inhumation more common on the Channel Islands and the neighboring mainland coast, and cremation predominating on the remainder of the coast and in the interior (Harrington 1942; McCawley 1996:157). Remains were buried in distinct burial areas, either associated with villages or without apparent village association (Altschul et al. 2007). Cremation ashes have been found in archaeological contexts buried within stone bowls and in shell dishes (Ashby and Winterbourne 1966:27), as well as scattered among broken ground stone implements (Cleland et al. 2007). Archaeological data such as these correspond with ethnographic descriptions of an elaborate mourning ceremony that included a variety of offerings, including seeds, stone grinding tools, otter skins, baskets, wood tools, shell beads, bone and shell ornaments, and projectile points and knives. Offerings varied with the sex and status of the deceased (Dakin 1978:234–365; Johnston 1962:52–54; McCawley 1996:155–165).

Native American Communities in Los Angeles

The Project site is within the traditional territory of the Gabrielino (King 2004; McCawley 1996:36–40). In general, it has proven very difficult or impossible to establish definitively the precise location of Native American villages occupied in the Ethnohistoric period (McCawley 1996:31–32). Native American place names referred to at the time of Spanish contact did not necessarily represent a continually occupied settlement within a discrete location. Instead, in at least some cases, the communities were represented by several smaller camps scattered throughout an approximate geography, shaped by natural features subject to change over generations (see Johnston 1962:122). Many of the villages had long since been abandoned by the time ethnographers, anthropologists, and historians attempted to document any of their locations, at which point the former village sites were affected by urban and agricultural development, and Native

American lifeways had been irrevocably changed. Alternative names and spellings for communities, and conflicting reports on their meaning or locational reference, further confound efforts at relocation. McCawley quotes Kroeber (1925:616) in his remarks on the subject, writing that "the opportunity to prepare a true map of village locations 'passed away 50 years ago'" (McCawley 1996:32). Thus, even with archaeological evidence, it can be difficult to conclusively establish whether any given assemblage represents the remains of the former village site.

Although the precise location of any given village is subject to much speculation, it is clear the greater Los Angeles area once contained many Gabrielino villages, including several concentrated along the banks of major waterways and near the coast (Figure 6). This type of settlement pattern concentrated along waterways is reflected in historical maps published by the Southwest Museum (1962; reprinted in Johnston 1962) and George Kirkman (1938), shown here with the Project site plotted in Figure 7 and Figure 8, respectively. Maps such as these convey a general sense of significant historical areas based on the geographic information available at the time and are considered as a representational depiction of these locations rather than explicit geographic points.

The closest ethnographically documented village to the Project site is Yaanga (alternative spellings and names include Yang-na, Yangna, and Yabit). Though the actual location is disputed, generally Yaanga is believed to have been located near present-day Union Station (McCawley 1996:57), approximately 2.7 km (1.7 miles) north northwest of the Project site (Figure 9)[2]. Historical records place Yaanga near Los Angeles's original plaza, located near present-day Union Station. Historians and archaeologists have presented multiple possible village locations in this general area; however, like the pueblo itself, it is likely that the village was relocated from time to time due to major shifts of the Los Angeles River during years of intense flooding. Dillon (1994) presented an exhaustive review of the potential locations, most within several blocks of the pueblo plaza. Johnston (1962:122) concluded that "in all probability Yangna lay scattered in a fairly wide zone along the whole arc [from the base of Fort Moore Hill to Union Station], and its bailiwick included as well seed-gathering grounds and oak groves where seasonal camps were set up." A second village, known as Geveronga, has also been described in ethnographic accounts as immediately adjoining the Pueblo of Los Angeles, though much like Yaanga, its location can only be inferred from ethnographic information (McCawley 1996:57).

Aside from the ethnographic evidence suggesting the location of these villages, little direct, indisputable archaeological evidence for the location of either village has been produced to date. Archaeological materials reportedly were unearthed during the construction of Union Station in 1939, and "considerably more" in 1970 during the rebuilding of the Bella Union Hotel on the 300 block of North Main Street (Johnston 1962:121; Robinson 1979:12). The preponderance of available evidence indicates that there were one or more early Historic-period Native American communities west of the Los Angeles River near the original pueblo site. This assumption is supported through several lines of ethnographic evidence, including the expedition journal of Fr. Juan Crespi and engineer Miguel Costansó, both of whom were associated with the 1769 Portolá expedition. The notes from these sources indicate the village was located between 2.0 and 2.4 km (1.3 and 1.5 miles) west-southwest from the Los Angeles River on high-level ground. The Pueblo of Los Angeles was documented to have been founded directly adjacent to this village. The location of Yaanga was also referenced by long-time Los Angeles resident Narciso Botello and Gabrielino

[2] Historical points of reference relevant to the former Yaanga village site discussed in this section are depicted in Figure 7. The map also includes other ethnographically significant locations that are discussed in the previous section. These include the former courses of the Los Angeles River (as reported by Gumprecht 2001), the Los Angeles Plaza, former locations of the Aliso Tree and Bella Union Hotel, multiple locations of Yaanga described in various documents, and several rancherias occupied by Gabrielino during the Mexican and early Historic periods. The sites are plotted on a topographic prepared by Crandell (2010), which depicts historical contours and former stream courses, as well as elements of the built environment, including zanjas and city blocks that formed the "Lower District" (now downtown Los Angeles).

consultant José María Zalvidea, who indicated that Yaanga was originally located adjacent to the original site of the Los Angeles plaza (Morris et al. 2016:112).

After the settlement of Los Angeles in 1781, Yaanga faced many new challenges because of its proximity to the new city. The history of the indigenous inhabitants after the incorporation of the City of Los Angeles is one of forced relocation and adaptation. The Native Americans who left the newly secularized mission lands and came to Los Angeles attempted to resettle near the original location of Yaanga, choosing a location near First and Los Angeles Streets called Rancheria de Los Poblanos. This rancheria existed for approximately 10 years, between 1826 and 1836, after which the indigenous population was again forced to relocate, to a plot of land near Commercial and Alameda Streets (Morris et al. 2016).

This rancheria existed for approximately another 10 years, between 1836 and 1845, during which nearby land owners attempted to forcibly relocate them to obtain more land for agricultural use. When they were finally successful, the Native American community was once again forced to relocate even further east, across the Los Angeles River to a site called Pueblito, which itself was razed in 1847, at which time legislation was passed to require the indigenous population to live in dispersed settlements or with their employers throughout the city. Other indigenous villages and community sites were present throughout the city concurrently with Rancheria de los Poblanos, including numerous smaller settlements along Commercial Street, and another Rancheria, Rancheria de los Pipimares, within downtown Los Angeles along 7th Street.

History

Post-contact history for the state of California is generally divided into three periods: the Spanish period (1769–1822), Mexican period (1822–1848), and American period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, signals the beginning of the American period, when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of southern California between the mid-1500s and mid-1700s. In search of the legendary Northwest Passage, Juan Rodríquez Cabríllo stopped in 1542 at present-day San Diego Bay. With his crew, Cabríllo explored the shorelines of present Catalina Island as well as San Pedro and Santa Monica bays. Much of the present California and Oregon coastline was mapped and recorded in the next half-century by Spanish naval officer Sebastián Vizcaíno. Vizcaíno's crew also landed on Santa Catalina Island and at San Pedro and Santa Monica bays, giving each location its long-standing name. The Spanish crown laid claim to California based on the surveys conducted by Cabríllo and Vizcaíno (Bancroft 1886:96–99; Gumprecht 2001:35).

More than 200 years passed before Spain began the colonization and inland exploration of Alta California. The 1769 overland expedition by Captain Gaspar de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. With a band of 64 soldiers, missionaries, Baja (lower) California Native Americans, and Mexican civilians, Portolá established the Presidio of San Diego, a fortified military outpost, as the first Spanish settlement in Alta California. In July 1769, while Portolá was exploring Southern California, Franciscan Fr. Junípero Serra founded Mission San Diego de Alcalá at

Presidio Hill, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823.

The Portolá expedition first reached the present-day boundaries of Los Angeles in August 1769, thereby becoming the first Europeans to visit the area. Father Juan Crespí, a member of the expedition, named the campsite by the river Nuestra Señora la Reina de los Angeles de la Porciúncula or “Our Lady the Queen of the Angeles of the Porciúncula.” Two years later, Fr. Junípero Serra returned to the valley to establish a Catholic mission, the Mission San Gabriel Arcángel, on September 8, 1771 (Engelhardt 1927). In 1781, a group of 11 Mexican families traveled from Mission San Gabriel Arcángel to establish a new pueblo called El Pueblo de la Reyna de Los Angeles (“the Pueblo of the Queen of the Angels”). This settlement consisted of a small group of adobe-brick houses and streets and would eventually be known as the Ciudad de Los Angeles (“City of Angels”).

A major emphasis during the Spanish period in California was the construction of missions and associated presidios to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns, but just three pueblos were established during the Spanish period, only two of which were successful and remain as California cities (San José and Los Angeles). Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population.

Mexican Period (1822–1848)

After more than a decade of intermittent rebellion and warfare, New Spain (Mexico and the California territory) won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants.

Extensive land grants were established in the interior during the Mexican period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico’s independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos.

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

War in 1846 between Mexico and the United States began at the Battle of Chino, a clash between resident Californios and Americans in the San Bernardino area. This battle was a defeat for the Americans and bolstered the Californios’ resolve against American rule, emboldening them to continue the offensive in later battles at Dominguez Field and in San Gabriel (Beattie 1942). However, this early skirmish was not a sign of things to come and the Americans were ultimately the victors of this two-year war. The Mexican–American War officially ended with the Treaty of Guadalupe Hidalgo in 1848, which resulted in the annexation of California and much of the present-day southwest, ushering California into its American period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as U.S. territories. Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The Gold Rush began in 1848; with the influx of people seeking gold, cattle were no longer desired mainly for their hides, but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom. Cattle were at first driven along major trails or roads such as the Gila Trail or Southern Overland Trail, then were transported by trains when available. The cattle boom ended for southern California as neighbor states and territories drove herds to northern California at reduced prices. Operation of the huge ranchos became increasingly difficult, and droughts severely reduced their productivity (Cleland 1941).

On April 4, 1850, only two years after the Mexican–American War and five months prior to California's achieving statehood, Los Angeles was officially incorporated as an American city. Settlement of the Los Angeles region continued steadily throughout the Early American period. Los Angeles County was established on February 18, 1850, one of 27 counties established in the months prior to California's acquiring official statehood in the United States. At that time, the city was bordered on the north by the Los Felis and the San Rafael Land Grants and on the south by the San Antonio Luge Land Grant. Many of the ranchos in the area now known as Los Angeles County remained intact after the United States took possession of California; however, a severe drought in the 1860s resulted in many of the ranchos being sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Ranching retained its importance through the mid-nineteenth century, and by the late 1860s, Los Angeles was one of the top dairy production centers in the country (Rolle 2003). By 1876, the county had a population of 30,000 (Dumke 1944:7). Los Angeles maintained its role as a regional business center, and the development of citriculture in the late 1800s and early 1900s further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the impact of the real estate boom of the 1880s on Los Angeles (Caughey and Caughey 1977; Dumke 1944). By the late 1800s, government leaders recognized the need for water to sustain the growing population in the Los Angeles area. Irish immigrant William Mulholland personified the City's efforts for a stable water supply (Dumke 1944; Nadeau 1997). By 1913, the City of Los Angeles had purchased large tracts of land in the Owens Valley, and Mulholland planned and completed the construction of the 240-mile aqueduct that brought the valley's water to the city (Nadeau 1997).

Los Angeles continued to grow in the twentieth century, in part due to the discovery of oil in the area and its strategic location as a wartime port. The county's mild climate and successful economy continued to draw new residents in the late 1900s, with much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth in the twentieth century.

Los Angeles: From Pueblo to City

On September 4, 1781, 44 settlers from Sonora, Mexico, accompanied by the governor, soldiers, mission priests, and several Native Americans, arrived at a site along the Rio de Porciúncula (later renamed the Los Angeles River), which was officially declared El Pueblo de Nuestra Señora de los Angeles de Porciúncula, or the Town of Our Lady of the Angels of Porciúncula (Robinson 1979:238; Ríos-Bustamante 1992; Weber 1980). The site chosen for the new pueblo was elevated on a broad terrace 0.8 km (0.5 mile) west of the river (Gumprecht 2001). By 1786, the area's abundant resources allowed the pueblo to attain self-sufficiency, and funding by the Spanish government ceased.

Efforts to develop ecclesiastical property in the pueblo began as early as 1784 with the construction of a small chapel northwest of the plaza. Though little is known about this building, it was located at the pueblo's original central square near the corner of present-day Cesar Chavez Avenue and North Broadway (Newcomb 1980:67–68; Owen 1960:7). Following continued flooding, however, the pueblo was relocated to its current location on higher ground, and the new town plaza soon emerged.

Alta California became a state in 1821, and the town slowly grew as the removal of economic restrictions attracted settlers to Los Angeles. The population continued to expand throughout the Mexican period and on April 4, 1850, only 2 years after the Mexican–American War and 5 months prior to California earning statehood, the City of Los Angeles was formally incorporated. Los Angeles maintained its role as a regional business center in the early American period and the transition of many former rancho lands to agriculture, as well as the development of citriculture in the late 1800s, further strengthened this status (Caughey and Caughey 1977). These factors, combined with the expansion of port facilities and railroads throughout the region, contributed to the real estate boom of the 1880s in Los Angeles (Caughey and Caughey 1977; Dumke 1944).

Newcomers poured into the city, nearly doubling the population between 1870 and 1880, resulting in an increased demand for public transportation options. At the end of the nineteenth century numerous privately owned passenger rail lines were in place. Though early lines were horse and mule drawn, they were soon replaced by cable cars in the early 1880s and by electric cars in the late 1880s and early 1890s. Many of these early lines were subsequently consolidated into Henry E. Huntington's Los Angeles Railway Company (LARy) in 1898, which reconstructed and expanded the system into the twentieth century and became the main streetcar system for central Los Angeles, identified by their iconic "yellow cars." During this period, Huntington also developed the much larger Pacific Electric system (also known as the "red cars") to serve the greater Los Angeles area. Just as the horse-and-buggy street cars were replaced by electric cars along the same routes, gas-powered buses (coaches) eventually served former yellow car routes. Both the red cars and LARy served Los Angeles until they were eventually discontinued in the early 1960s.

Los Angeles continued to grow outward from the city core in the twentieth century in part due to the discovery of oil and its strategic location as a wartime port. The military presence led to the growth in the aviation and eventually aerospace industries in the city and region. Hollywood became the entertainment capital of the world through the presence of the film and television industries and continues to tenuously maintain that position. With nearly 4 million residents, Los Angeles is the second largest city in the United States (by population), and it remains a city with worldwide influence that continues to struggle with its population's growth and needs.

Historical Development of the Arts District Neighborhood

Maps and illustrations depicting pre-1880s Los Angeles capture an important, pre-industrial phase of the city's history, before small farms gave way to residential, commercial, and industrial developments. These documents depict the Project site within what was, for most of the nineteenth century, one of several abutting agricultural properties—mostly vineyards, but also fruit and nut trees—located immediately south of the city's historic core and west of the Los Angeles River (Figure 10–Figure 12). Farms in this area varied in size and shape—ranging up to approximately 50 acres with boundaries defined within a non-linear street grid—and were irrigated by water from Zanja Nos. 1, 2, 3, and 4. The 1880s population boom resulted quickly in the subdivision of these small farms into lots, which were sold for primarily residential and commercial properties.

Through the late 1890s and first decade of the twentieth century, the area showed signs of residential development within what is now known as the Arts District neighborhood. By 1906, the Project site was mostly developed—only two lots of the block remained undeveloped. The Wood and Iron Preserving Company and the Los Angeles Cooperage Company are among some of the industrial facilities nearby. However, larger scale industrial and commercial developments quickly came to define the area. The rapid industrialization of the neighborhood was heavily influence by its proximity to several railways and freight depots. Atchison, Topeka, and Santa Fe (AT&SF) Railway, built in 1887, ran just east of the Project site along the Los Angeles River, while Southern Pacific Railway tracks ran along Alameda Street to the west. By 1906 a rail line extended west from the main AT&SF railroad through Sacramento Street, and another along the southern edge of Violet Street, splitting into eight different spurs by the time it reached Wilson Avenue. The City Council's decision to create an industrial district between Main Street and the river, and subsequent zoning changes in the 1910s quickened the conversion of the area into a fully industrial sector, with few remaining residences and an increasing number of manufacturers establishing warehouses and other facilities (Bray and Strauss 2015). Smaller gauge railroad spurs were constructed along many of the smaller streets to connect each block to the primary rail lines. By the 1930s very few dwellings or residential buildings remained in the neighborhood otherwise characterized by commercial properties such as restaurants, drug stores, and general stores situated between industrial facilities. As is the case with several of the former dwellings once located in the Project site, many of the houses were relocated from the Arts District area to other locations in the city.

With the growth in automobile sales and the demise of Los Angeles's public transportation system, many of the freight railroads and light-rail passenger trains gave way to the trucking industry, bus lines, and personal automobiles. The 2016 SurveyLA report on the Central City North Community Plan Area by the Historic Resource Group (HRG) describes the post-1950s development of the Arts District neighborhood as follows (footnotes in the original are converted here to in-text citations):

> By the 1960s, however, the character of the area was evolving away from that of an industrial center. Industry on the whole struggled to adapt to the postwar challenges of containerization and other new technologies (Los Angeles Conservancy 2016). Railroads had given way to the trucking industry, and businesses in the area were constrained by the physical demands such methods placed on their operations. Furthermore, outlying fledgling industrial centers such as Vernon and the City of Commerce were comparatively undeveloped and offered plentiful land at lower prices, presenting many companies with an opportunity to relocate and construct newer and more efficient facilities (Miller 2014:28). As a result, by the 1970s many buildings in the industrial district were vacant.
>
> However, the area found new life as artists and other creative types began to congregate amidst the vacant buildings and empty lots. Priced out of established artists' colonies in neighborhoods such as Venice and Hollywood, Los Angeles' industrial district provided many with an opportunity to live and work inexpensively in vast warehouse buildings (Los Angeles Conservancy 2016). Soon, the area was home to a number of avant-garde art galleries, giving rise to the group of early artists now called the "Young Turks" (Miller 2014). Many of the area's most prominent industrial buildings found new life as gallery space and underground hangouts for a burgeoning art and music scene. In 1981, the City of Los Angeles implemented the Artist-in-Residence Program, which legalized the residential use of formerly industrial buildings for artists, legitimizing their efforts (Los Angeles Conservancy 2016). In the mid-1990s, the area was officially designated as the Arts District by the City. A subsequent wave of development began in 1999 with the passage of the Adaptive Reuse Ordinance which relaxed zoning codes and allowed for the conversion of pre-1974 commercial and industrial buildings into residences for artists and non-artists alike (Los Angeles Conservancy 2016). (HRG 2016:14–15)

Historical Development of the Project Site

The Project site is located within the original limits of the City of Los Angeles patent boundary and on the southern periphery the city's historic core, centered around the pueblo site and plaza (Figure 10 and Figure 13). The first survey maps of the city were made first by Lieutenant E. O. C. Ord in 1849 and then updated and expanded by Henry Hancock and George Hanson in 1853 and 1857. According to these maps, the Project site is situated on what was the southern periphery of agricultural lands established in the Los Angeles River floodplain, outside the historic core (Figure 10). Although there is some margin of error when plotting these early survey maps on a contemporary street map, the Project site appears to have been located partially within or near a former agricultural plot identified on Ord's map as a corn field, outside of which was undeveloped land within the floodplain. As discussed above, the agricultural fields were irrigated through a series of ditches known as zanjas, which were formally managed as part of a water conveyance system established by the Spanish.

With the transition from agricultural to urban setting, streets and property lines in this part of the city were partly established according to the boundaries of the former agricultural plots. For example, the northern edge of the agricultural field mapped near the Project site became 7th Street, and its western edge became a smaller arterial street known Lemon Street (now Wilson Street). By the mid-1800s the agricultural field in which the Project site is plotted on earlier maps was subdivided into two properties: a northern half owned by J. Kiefer, and a southern half, which includes the Project site, owned by Lorezo Leck, a German merchant who came to Los Angeles in 1849. The 1880s population boom in Los Angeles quickly manifested in the sale and subdivision of agricultural properties like Leck and Kiefer's. The Project site was developed as part of the Hiscock and Smiths First Addition Tract. Sale of parcels within the Hiscock and Smiths First Addition Tract had commenced by 1900, at which point residential developments had already begun in the adjacent areas. Rowan and Koeberle's 1886 city map shows the various lots delineated within the tract. The development of this tract established Sacramento and Bay Streets, which have remained in the same alignment to the present day.

Review of Sanborn Fire Insurance maps, newspaper articles, building permits, and the City Directory document the development of the Project site as part of a residential block, before conversion to its use as a service station or truck yard from about 1891 to 1938. The first Sanborn Fire Insurance maps showing the Project site were published in 1900 and show five single-story dwellings located in Lots 78–82 and two detached structures at the back of Lots 80 and 79 (Figure 17). The construction dates for the dwellings are not known but based on review of the City Directories, it appears they were constructed as early as 1891. The Sanborn map from 1910 shows all but one of the lots in the Project site was developed with single-story dwellings, as were most of the lots in the block. Street car maps show the Project site being served by a line as early as 1910 that ran along Mateo Street as part of the Los Angeles Railway Company's Santa Fe Avenue Line before becoming the "J" Line in 1920. All 14 of the residential buildings present in the 1910 Sanborn map were also still present in the 1921 when the Baist Real Estate map was published, but by 1927 the entire south half of the Project site was vacant and the northern half was almost entirely re-developed with commercial and industrial buildings (Figure 18). Several building permits approved in 1925 indicate that at least six of the dwellings were relocated. By 1930, Lot 78 (2016 Bay Street) contained the only dwelling in the Project site and was either relocated or demolished by 1938. Aerial photographs from 1927 to 1938 show that all but Lots 80, 82, and 84 remained largely vacant and unpaved (Figure 18); Lots 80, 82, and 84 were developed with what appear to have been six industrial buildings, plus a small restaurant located at 1010–1012 Mateo Street that Sanborn maps indicate was present at least until the mid-1950s.

In the early 1950s the Project site was developed as a storage, repair, and re-fueling yard for the Transfer Company. A certificate of completion was issued from the City in 1941 for a service station located at 2007 Sacramento Street, within Lots 81 and 83. The storage shed structure currently in the southeast corner of the Project site (Lot 73) can be seen in aerial photographs beginning in 1948. It was likely constructed around the same time the Project site was being redeveloped in the early 1940s, and was likely re-purposed for various uses throughout the history of the Project site. After 1950 storage buildings in Lots 80 and 82 and an auto shop in Lots 77 and 79 were demolished. By 1956 only the office building located in the northwest corner of the Project site (Lot 87, 1000 Mateo Street) and possibly the restaurant were the only remaining structures constructed before 1950. Between 1953 and 1958 a small office building was also present in the middle of the Project site (behind the restaurant). In the 1950s railway spurs had been constructed along Sacramento Street, south of the Project site, connecting to the Southern Pacific Railroad Company tracks along Alameda Street. In the early 1960s the service station was still in operation and an auto laundry facility was present in the southeastern portion of the Project site within Lots 73 and 75.

RESULTS

CHRIS Records Search

Previously Conducted Studies

Results of the records search at the SCCIC indicate that 37 cultural resource studies have been conducted within 0.8 km (0.5 mile) of the Project site. Only one of these studies, LA-13239—a map study of the zanja system—directly intersects the Project site but does not have any relevance to the analysis of tribal cultural resources. The results of this search are summarized below in Table 1.

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Literature search	Wlodarski, Robert J.: Historical, Environmental, Archaeological, Research, Team	1992	Outside
LA-02644	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Archaeological, Field study	Wlodarski, Robert J.: Historical, Environmental, Archaeological, Research, Team	1992	Outside
LA-02788	Archaeological Literature and Records Review, and Impact Analysis for the Eastside Corridor Alternatives Los Angeles, California	Literature search	Brown, Joan C.: RMW Paleo Associates, Inc.	1992	Outside
LA-02950	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Archaeological, Field study	Anonymous: Peak & Associates, Inc.	1992	Outside
LA-03103	Cultural Resources Impact Mitigation Program Angeles Metro Red Line Segment 1	Monitoring	Greenwood, Roberta S.	1993	Outside
LA-03115	Addendum Report: Results of a Phase 1 Archaeological Study of the Proposed Construction of the Whittier Boulevard Shaft Site East Central Interceptor Sewer Project, East-west Alignment, Los Angeles County	Archaeological, Field study	Wlodarski, Robert J.: Historical, Environmental, Archaeological, Research, Team	1995	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-03813	An Archival Study of a Segment of the Proposed Pacific Pipeline, City of Los Angeles, California	Literature search	Anonymous: Peak & Associates, Inc.	1992	Outside
LA-04044	Environmental Impact Report: Seismic Retrofit of Olympic Boulevard and North Broadway Bridges Over the Angeles River	Management/ planning	Unknown: City of Los Angeles	1995	Outside
LA-04074	Sixth Street Viaduct Over Los Angeles River Earthquake Damages - W.O. E6000000 Determination of Effect Report	Architectural/ historical	Ohara, Cindy L.: City of Los Angeles	1989	Outside
LA-04220	Seismic Retrofit of Olympic Boulevard Bridge Over the Los Angeles River	Architectural/ historical	Lee, Portia	n.d.	Outside
LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	Other research	Starzak, Richard: Myra L. Frank & Associates	1994	Outside
LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Archaeological, Field study	Ashkar, Shahira: Jones & Stokes Associates, Inc.	1999	Outside
LA-04835	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties	Archaeological, Field study	Ashkar, Shahira: Jones & Stokes Associates, Inc.	1999	Outside
LA-04883	Negative Archaeological Survey Report - Highway Project Description	Archaeological, Field study	Storey, Noelle: Caltrans	2000	Outside
LA-05430	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 003-02, County of Los Angeles, Ca	Archaeological, Field study	Duke, Curt: LSA Associates, Inc.	2000	Outside
LA-06348	Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 003-02, County of Los Angeles, California	Archaeological, Field study	Duke, Curt: LSA Associates, Inc.	2000	Outside
LA-06837	Cultural Resources Monitoring: Northeast Interceptor Sewer Project	Monitoring	Greenwood, Roberta S.: Greenwood and Associates	2003	Outside
LA-07425	City of Los Angeles Monumental Bridges 1900-1950: Historic Context and Evaluation Guidelines	Architectural/ historical, Evaluation	McMorris, Christopher: JRP Historical Consulting	2004	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-07427	Caltrans Historic Bridge Inventory Update: Metal Truss, Movable, and Steel Arch Bridges	Architectural/ historical, Evaluation	McMorris, Christopher: JRP Historical Consulting	2004	Outside
LA-08252	Request for Determination of Eligibility for Inclusion in the National Register of Historic Places/Historic Bridges in California: Concrete Arch, Suspension, Steel Girder and Steel Arch	Architectural/ historical, Evaluation, Other research	Snyder, John W., Stephen Mikesell, and Pierzinski: Caltrans	1986	Outside
LA-08733	Cultural Resources Records Search Results and Site Visit for Sprint Nextel Telecommunications Facility Candidate Ca8283e (van Wyck) 601 South Santa Fe Avenue, Los Angeles, Los Angeles County, California	Archaeological, Field study	Bonner, Wayne H. and Sarah A. Williams: Michael Brandman Associates	2006	Outside
LA-09110	Cultural Resources Records Search and Site Visit Results for Sprint Nextel Candidate LA73XC116B (Hardwood), South Santa Fe Avenue, Los Angeles, Los Angeles County, California	Archaeological, Field study	Bonner, Wayne H.: Michael Brandman Associates	2007	Outside
LA-09271	Archaeological Resources Assessment and Evaluation of "Maintenance of Way" Building for the Asphalt Plant No. 1 Street Services Truck Route Project City of Los Angeles, California		Strauss, Monica, Candace Ehringer, and Angel Tomes: EDAW, Inc	2007	Outside
LA-10451	Finding of Effect - 6th Street Viaduct Seismic Improvement Project	Architectural/ historical	Chasteen, Carrie: Parsons	2008	Outside
LA-10452	Historical Resources Evaluation Report - 6th Street Viaduct Seismic Improvement Project		Smith, Francesca: Parsons	2007	Outside
LA-10506	Cultural Resources Monitoring: North Outfall Sewer - East Central Interceptor Sewer Project	Monitoring	Greenwood, Roberta S., Scott Savastio, and Peter Messick: Greenwood and Associates	2004	Outside
LA-10638	Preliminary Historical/ Archaeological Resources Study, Southern California Regional Rail Authority (SCRRA) River Subdivision Positive Train Control Project, City of Los Angeles, Los Angeles County, California	Archaeological, Field study	Tang, Bai "Tom": CRM Tech	2010	Outside

Table 1. Previously Conducted Cultural Resource Studies within 0.5 Mile of the Project Site

SCCIC Report Number	Title	Study Type	Author: Affiliation	Year	Relationship to Project Site
LA-10789	Cultural Resources Technical Report for the Olympic and Mateo Street Improvements Project, City of Los Angeles, Los Angeles County, California	Archaeological, Field study	Carmack, Shannon and Cheryle Hunt: SWCA Environmental Consultants	2010	Outside
LA-10887	Historic Property Survey Report for the North Outfall Sewer-East Central Interceptor Sewer, City of Los Angeles, County of Los Angeles, California	Other research	Starzak, Richard, Alma Carlisle, Gail Miller, Catherine Barner, and Jessica Feldman: Myra L. Frank& Associates, Inc.	2001	Outside
LA-11048	American Recovery and Reinvestment Act (ARRA) Funded Security Enhancement Project (PRJ29112359) - Improved Access Controls, Station Hardening, CCTV Surveillance System, and Airborne Particle Detection at Los Angeles Station and Maintenance Yard, LA, CA	Archaeological, Field study	Speed, Lawrence: URS	2009	Outside
LA-11166	Archaeological Monitoring Report - Asphalt Plant No. 1 Project, 2484 East Olympic Boulevard, Los Angeles, California	Monitoring	Slawson, Dana N.: Greenwood and Associates	2011	Outside
LA-11409	Construction Phase Cultural Resources Monitoring and Treatment Plan for the City of Los Angeles North Outfall - East Central Interceptor Sewer Project	Management/ planning, Monitoring	Horne, Melinda C.: Myra L. Frank & Associates	2000	Outside
LA-11618	Los Angeles Wholesale Terminal Market Historic Resource Report	Architectural/ historical, Evaluation, Other research	Grimes, Teresa, Jessica MacKenzie, and Jessica Fatone: Christopher A. Joseph & Associates	2007	Outside
LA-11642	Westside Subway Extension Project, Historic Properties and Archaeological Resources Supplemental Survey Technical Reports	Archaeological, Field study, Other research	Daly, Pam and Nancy Sikes: Cogstone	2012	Outside
LA-11785	Final Environmental Impact Statement/Final Environmental Impact Report for the Westside Subway Extension	Management/ planning	Rogers, Leslie: U.S. Department of Transportation Fedreral Transit Admin. & LA County Metro Transit Authority	2012	Outside
LA-12586	Archaeological Survey Report for the 6th Street Viaduct Improvement Project City of Los Angeles Los Angeles County, California	Archaeological, Architectural/ Historical, Evaluation, Field study	Glenn, Brian and Patrick Maxon: BonTerra Consulting	2008	Outside
LA-13239	Extent of Zanja Madre	Map Only	Gust, Sherri: Cogstone	2017	Within

Previously Recorded Resources

The CHRIS records search identified a total of five previously documented archaeological resources within a 0.8-km (0.5-mile) radius of the Project site. None of the sites include components that could be considered a tribal cultural resource. The closest sites that with physical remains that could be reliably associated with Native Americans are located approximately 1.5 miles north of the Project site, near Union Station and the MWD Headquarters building (Figure 20[3]). These include four sites: P-19-00007, P-19-001575/H, P-19-004662, and P-19-100515. Of these sites, only P-19-001575/H included a large and diverse assemblage of artifacts and features, which included human remains, in a location that largely retained its physical integrity. Archaeological data recovery was conducted for the site and the results were published by Goldberg et al. (1999). Although P-19-001575/H is in the purported location of the Gabrielino village known as Yaanga, Goldberg et al. did not identify conclusive evidence to support the association. Rather, scholarly research suggests Yaanga was likely located across a wide zone between the Los Angeles plaza and present-day Union Station, approximately 2.1 km (1.3 miles) north-northwest of the Project site. The materials identified at P-19-00007, P-19-004662, and P-19-100515 include only isolated artifacts recovered from settings subject to extensive disturbances, both from historical developments and flooding along the Los Angeles River, which posed significant constraints on the ability of the resources to provide important scientific information and contribute to our understanding of Native American lifeways.

Archival Research

Archival research concentrated on determining existing disturbances to the Project site that could influence tribal cultural resources preservation potential. Beginning at least by 1849, historical maps indicate the Project site or at least portions were likely plowed and planted as a corn field. The Project site and surrounding area was subsequent developed as a residential block between the 1890s and 1910s, which was then subject to multiple episodes of redevelopment through the twentieth century as the area transitioned into an industrial sector. With the exception of the structure currently located in the southeast corner of the Project site, all former buildings and structures in the Project site were demolished and the building that currently occupies the Project site was constructed.

The historical sequence of construction and demolition has altered the surface and near surface within the Project site. Geotechnical work conducted for the Project (currently underway) estimates up to 2 feet of artificial fill within the Project site. Variations likely exist in the depth of the Historic-period disturbances, which include several locations where sub-surface structures once existed or are still present. These are described in the Project's Phase I ESA prepared by Environmental Managers & Auditors, Inc. (Mahmood 2015). The report identified extant and former buildings and structures associated with the historical uses, which included a wash rack with a clarifier, grease pit, above-ground storage tank, and at least two underground storage tanks (USTs). A 1975 grading permit for the storage tank backfill was approved but did not specify whether the tanks would be or already had been removed. The Phase I ESA concluded that additional work was required to assess the presence or absence of these subsurface structures, and a Phase II ESA and geophysical survey were conducted (Feldman 2015; Johannes 2015).

As a result of this work, the presence of several subsurface anomalies was identified and seemed to coincide with a previous service pump station, storage buildings, hydraulic hoists, and a grease pit (Figure 19). None of the anomalies were found to be consistent with the presence of any USTs, which seem to confirm that the USTs had been removed and backfilled when the 1975 permit was issued (Johannes 2015:3–4). The geophysical survey concluded that anomalies were reliably detected to a depth of 8 feet below grade, except

[3] This figure contains confidential site location information that is included in a confidential appendix (Appendix B), which is excluded from public drafts of this report.

where constraints prevented any investigation (Feldman 2015:5). Interpretations of the geophysical survey data and findings in the Phase II ESA with respect to tribal cultural resources sensitivity are discussed below (see Sensitivity Assessment).

NATIVE AMERICAN COORDINATION

Sacred Lands File Search

On April 25, 2019, SWCA received the results of a Sacred Lands File (SLF) search from the NAHC. The NAHC letter indicated negative results. The NAHC letter is included in Appendix B.

SENSITIVITY ASSESSMENT

No tribal cultural resources were identified in a CHRIS records search within the project site and a 0.5-mile radius. The SLF records search did not identify any sacred lands or sites in the project site. The closest known sites with Native American-affiliated materials on file at the CHRIS are mapped in approximately 1.5 miles north of the Project site, between the Los Angeles Plaza, Union Station, and MWD Headquarters building. The Gabrielino village known as Yaanga and several other important Historic-period Gabrielino sites (e.g., Pueblito. Rancheria de los Poblanos, and two unnamed rancherias) were located in the same approximate area, more than 1 mile from the Project site.

The Project site is located in the floodplain of the Los Angeles River, which is currently located approximately 0.4 km (0.25 miles) to the east of the Project site. Shifts in the main channel of the Los Angeles River have occurred numerous times in recorded history, including two significant shifts in 1815 and 1825, the most recent which realigned the channel to its current location. The significance of the Los Angeles River to the Gabrielino is well-documented in ethnographic works and oral history. Waterways likely also influenced the location of footpaths and travel corridors used by foragers, increasing the likelihood that temporary camps may have been located within these travel corridors. The general proximity of the Project site to areas of known habitation, the river, and broad travel corridors has the effect of an overall increase in the sensitivity for unknown tribal cultural resources, at least higher than low background levels, particularly for the physical remains of temporary open camps. Such camps are typically identified by the presence of hearth features, ground stone and other types of artifact assemblages.

Additional criteria are required to distinguish levels of sensitivity for tribal cultural resource potential. Specifically, the scale of the Project site, land use history, depositional (soil) setting, and existing subsurface disturbances must also be considered and given weight in determining the sensitivity. Beginning at least by 1849, the Project site or at least portions were likely plowed and planted as a corn field. Subsequent development as a residential block between the 1890s and 1910s, and multiple episodes of redevelopment through the twentieth century would have displaced any former tribal cultural resources that were once present on the surface or near surface. This significantly reduces the sensitivity for tribal cultural resources within the Project site but does not preclude the potential for tribal cultural resources to be preserved as more deeply buried sites.

Tribal cultural resources can be preserved as deeply buried deposits that underlay Historic-period disturbances, particularly in Quaternary alluvium—soils deposited through flood events between 11,700 and 1000 years ago. It has been demonstrated elsewhere in the downtown portion of Los Angeles that deeply buried Native American archaeological sites can exist within alluvium below Historic-period disturbances and may also be intermixed with Historic-period debris. Alluvial deposits within the Los Angeles Basin can be massive, extending hundreds of feet below the surface, and may contain sediments deposited before human occupation of North America. Furthermore, most accumulations of alluvial sediments in the Los Angeles Basin were formed by a combination of high- and low-energy depositional events. High-energy events are less likely to have preserved any material remains left on the surface by Native Americans, while low-energy floods tend to produce more favorable environments for the preservation of cultural materials. Thus, low-energy Quaternary alluvial sediments have the greatest potential for preserving tribal cultural resources. There is no absolute measure of depth below the surface in which sediments with these properties occur and site-specific conditions must be considered. Also, such soil conditions are an indicator of a setting favorable for preservation, but the presence of soils with these properties is not an absolute indicator of tribal cultural resources presence.

Preliminary geotechnical work at the Project site reports up to 2 feet of artificial fill present within the Project site. Prior soil testing included four samples taken at 5-foot intervals to a depth of 30 feet below grade. The sediment profiles described multiple alluvial layers of fine-grained sand and silty sand, some with gravel inclusions, extending down to 10 to 30 feet. Below this the soil consisted of poorly graded sand. Three of the bores identified a stratum of decomposing granite mixed with sand between 15 and 25 feet below the surface. This is typical of deposits within the Los Angeles River floodplain and reflects a mixture of high- and low-energy deposition. Although subtle variations may exist within the alluvial substratum that were not distinguished here, which could have relevance for tribal cultural resource preservation potential, SWCA interprets the disturbances from flood events represented in the soil profiles as having a net reduction in the sensitivity for tribal cultural resources. To the extent that the proposed ground disturbance extends into undisturbed alluvial soils buried beneath previously disturbed sediments, there may be some potential for preservation, but it is considered very unlikely for any tribal cultural resource to be present.

Based on the above considerations, SWCA finds a **low potential for encountering tribal cultural resources** within the Project site.

CONCLUSION

The CHRIS search identified no previously recorded tribal cultural resources within the project site or 0.5-mile radius. An ethnographic literature review and archival research identified several former Native American communities located between 0.5 and 1.5 miles to the east-northeast of the project site, near the Los Angeles Plaza, Union Station, and eastern portions of the downtown area. The NAHC's search of the SLF did not identify any sacred lands or sites.

Ground disturbances for the project will occur during the proposed demolition, site preparation, and grading phases. Grading is estimated to require up to 25 feet of excavation below the surrounding street elevation that will extend into the underlying alluvial soils. SWCA assessed the potential for an unidentified tribal cultural resource to be present below the surface that could be encountered during the proposed ground disturbing activities. Although the location near the Los Angeles River, south of a known area of habitation would have provided generally favorable setting for Native American use, prehistorically and during the Historic period, the existing disturbances from the agricultural, residential, and industrial development of the Project site, plus flooding events prior to these developments would have likely destroyed any tribal cultural resources that may have once been present. Although deeply buried deposits are possible, they are considered to have a very low probability of occurring within the Project site. As a result, the potential for unidentified tribal cultural resources within the project site is found to be low.

The project is subject to the City's standard condition of approval for the inadvertent discovery of tribal cultural resources, which requires construction be halted and California Native American tribes be consulted on treatment. Though unlikely, if present, any unidentified tribal cultural resources have the potential to be significant under CEQA. However, based on the condition of approval, any potential impacts would be reduced to less than significant. Therefore, SWCA finds that the project will have less-than-significant impacts to tribal cultural resources.

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Appendix A.

Report Figures

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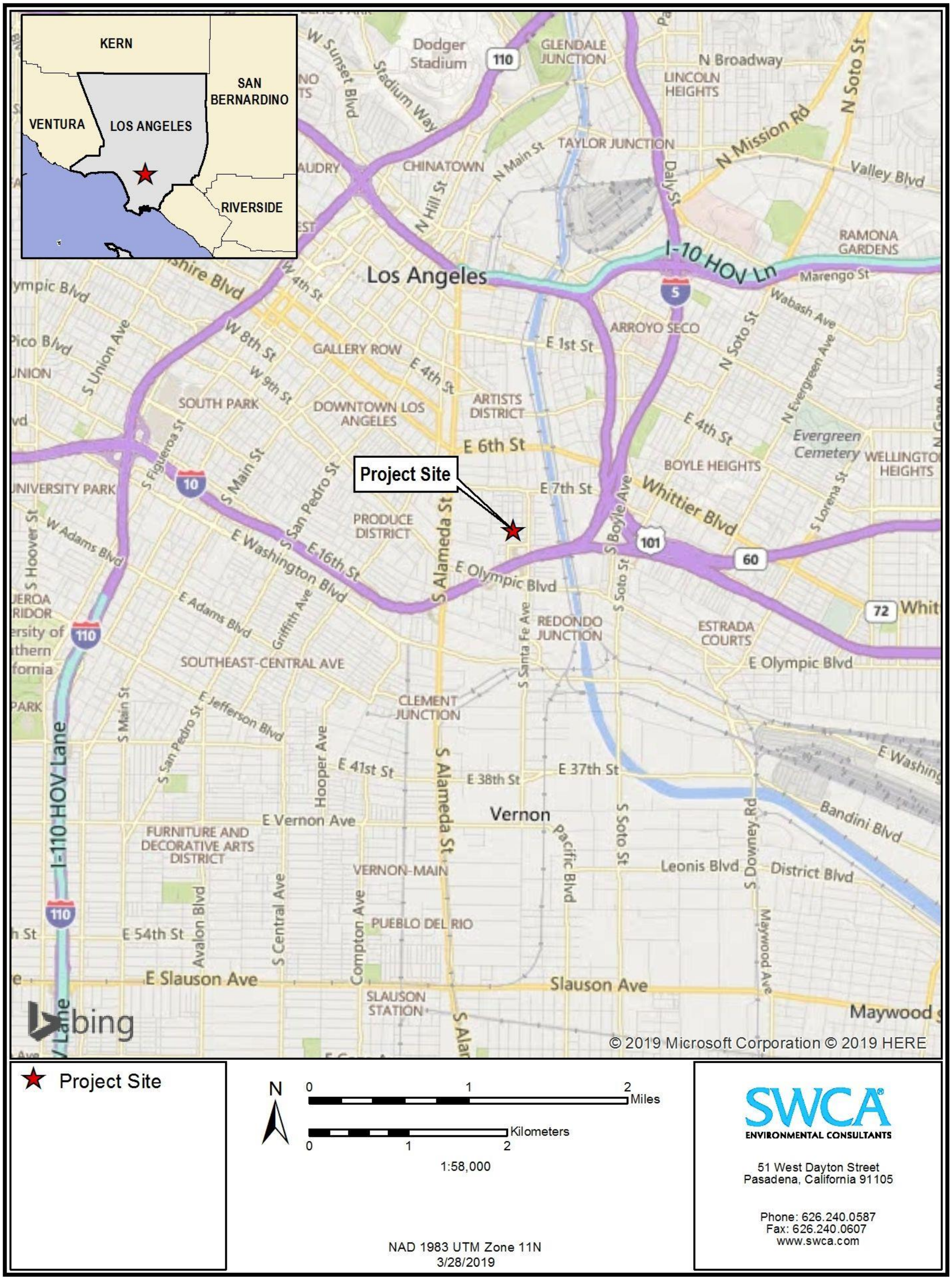

Figure 1. Project site plotted on city map of Los Angeles.

Figure 2. Project site with associated parcels on a 2013 aerial and street map.

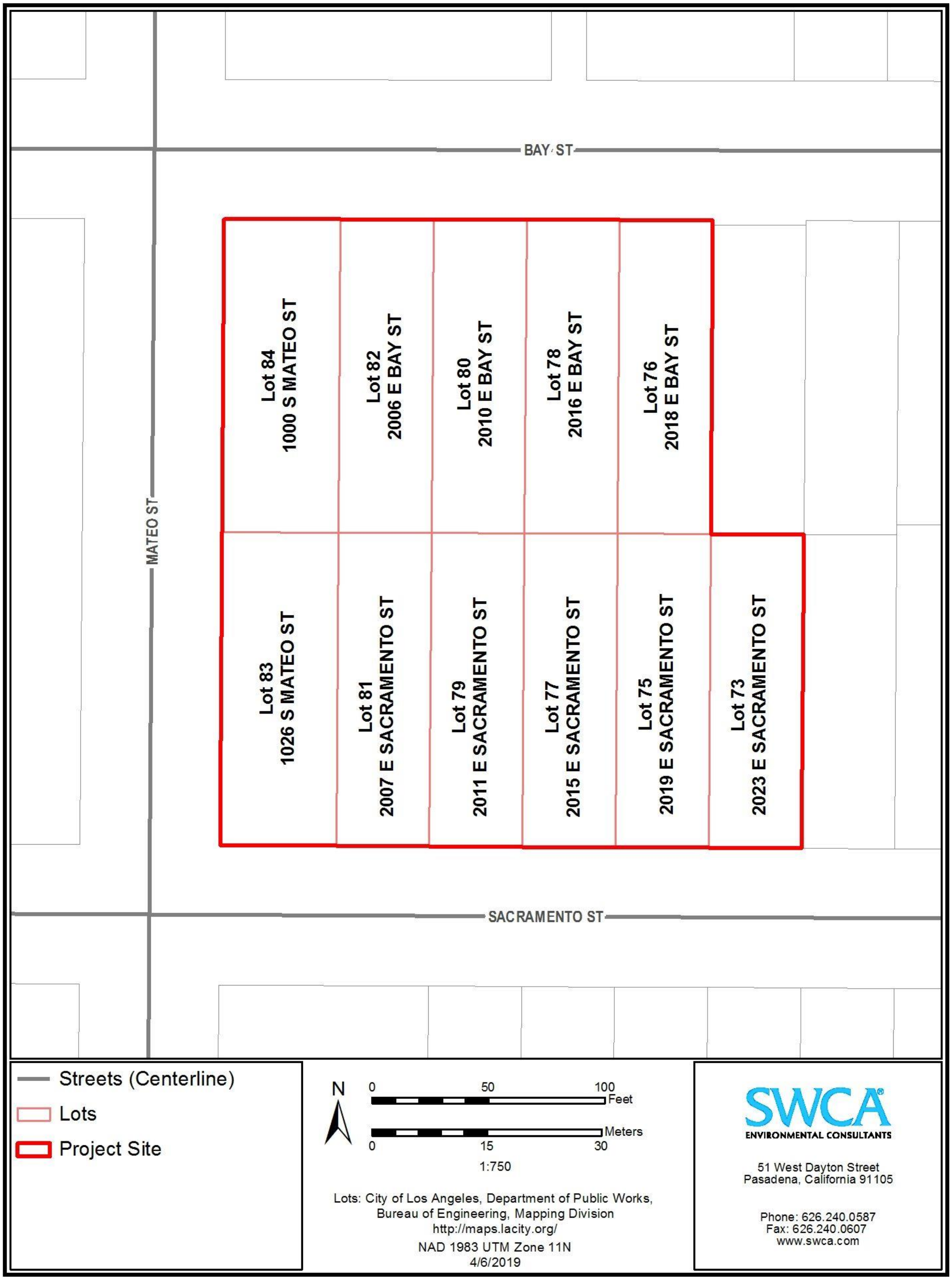

Figure 3. Former street addresses associated with each lot in the Project Site.

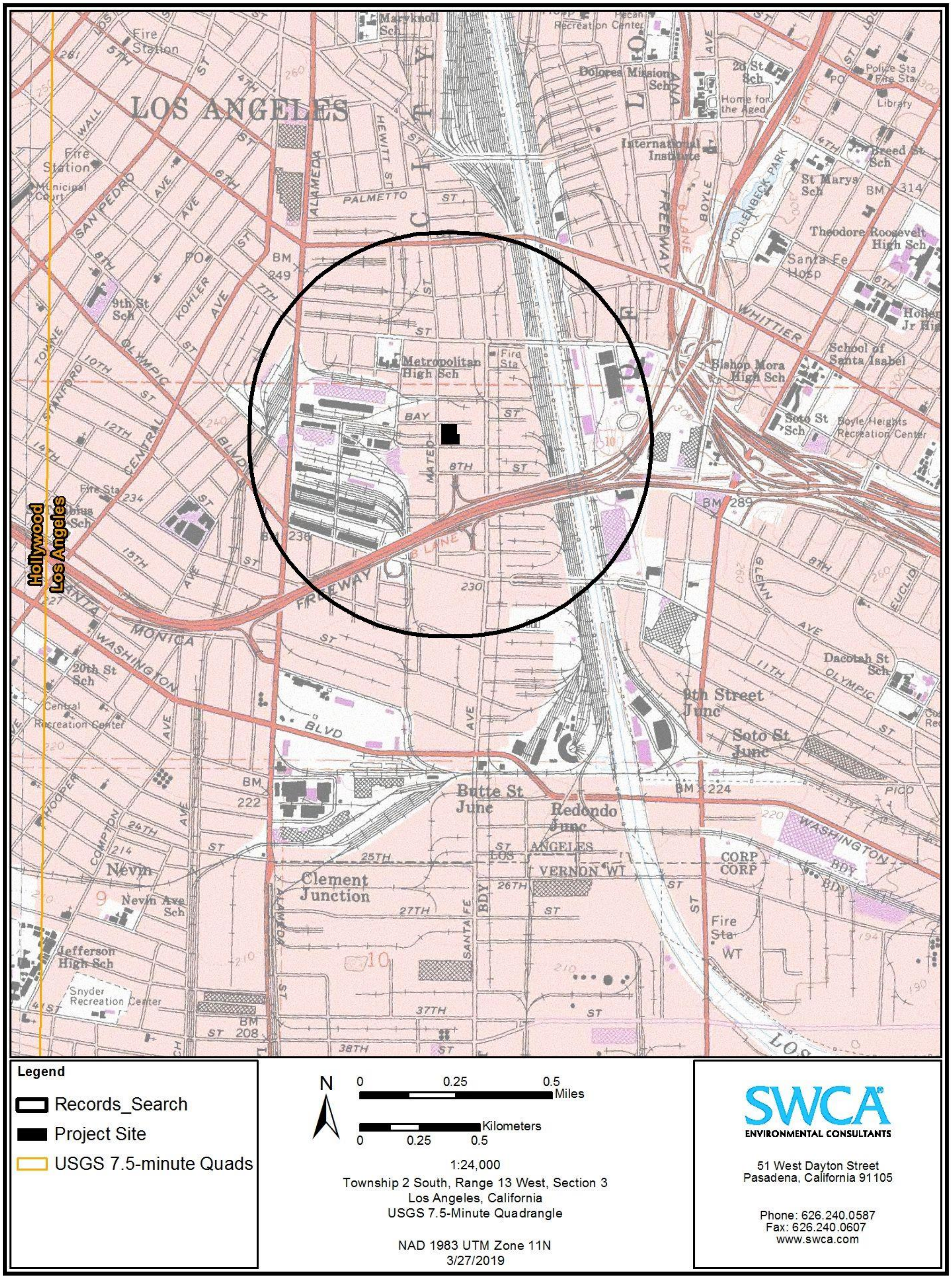

Figure 4. Project site and 0.5-mile records search radius plotted on USGS 7.5-minute quadrangle.

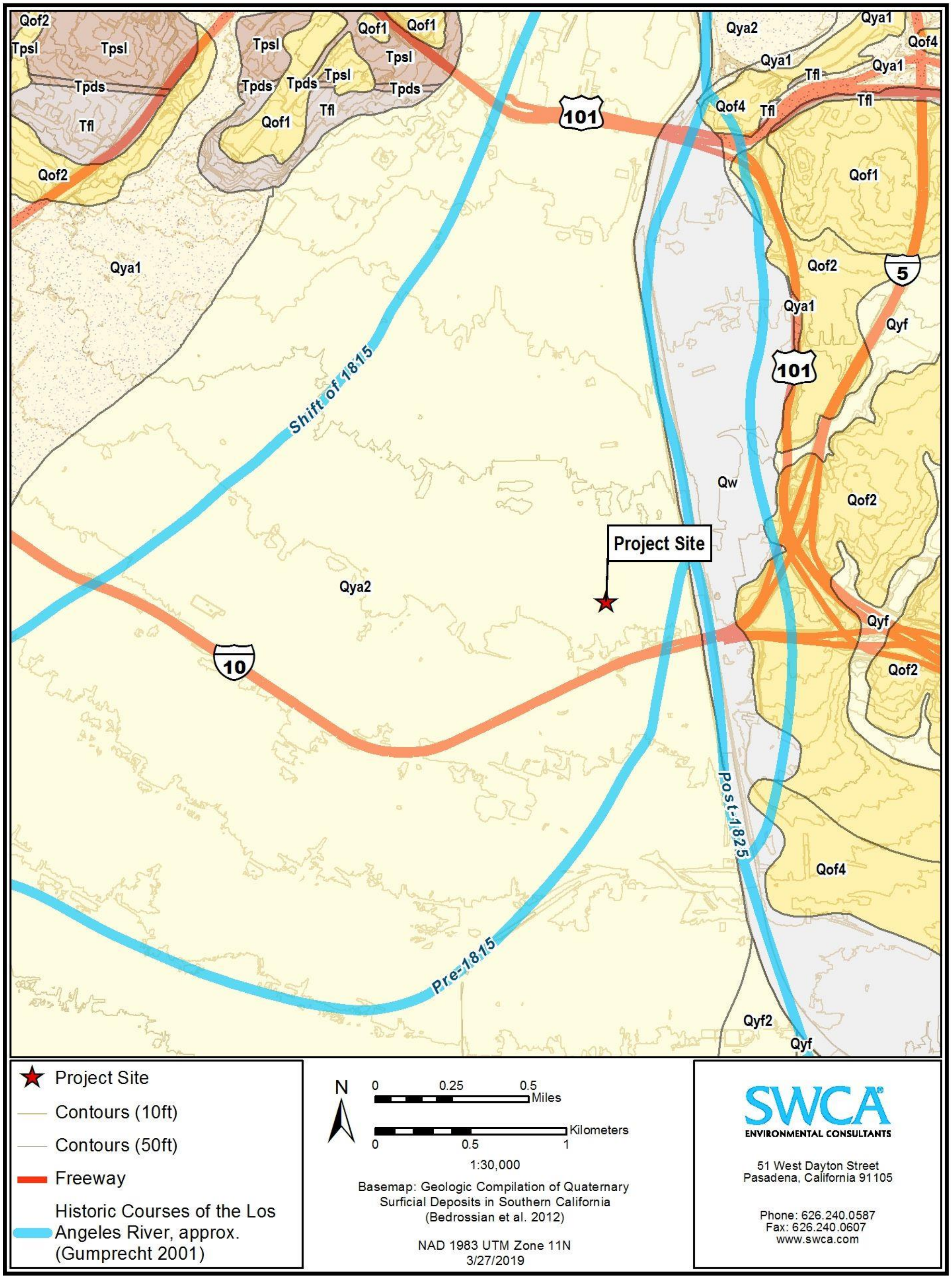

Figure 5. Surficial geology from Bedrossian and Roffers (2012) and former courses of the Los Angeles River from Gumprecht (2001).

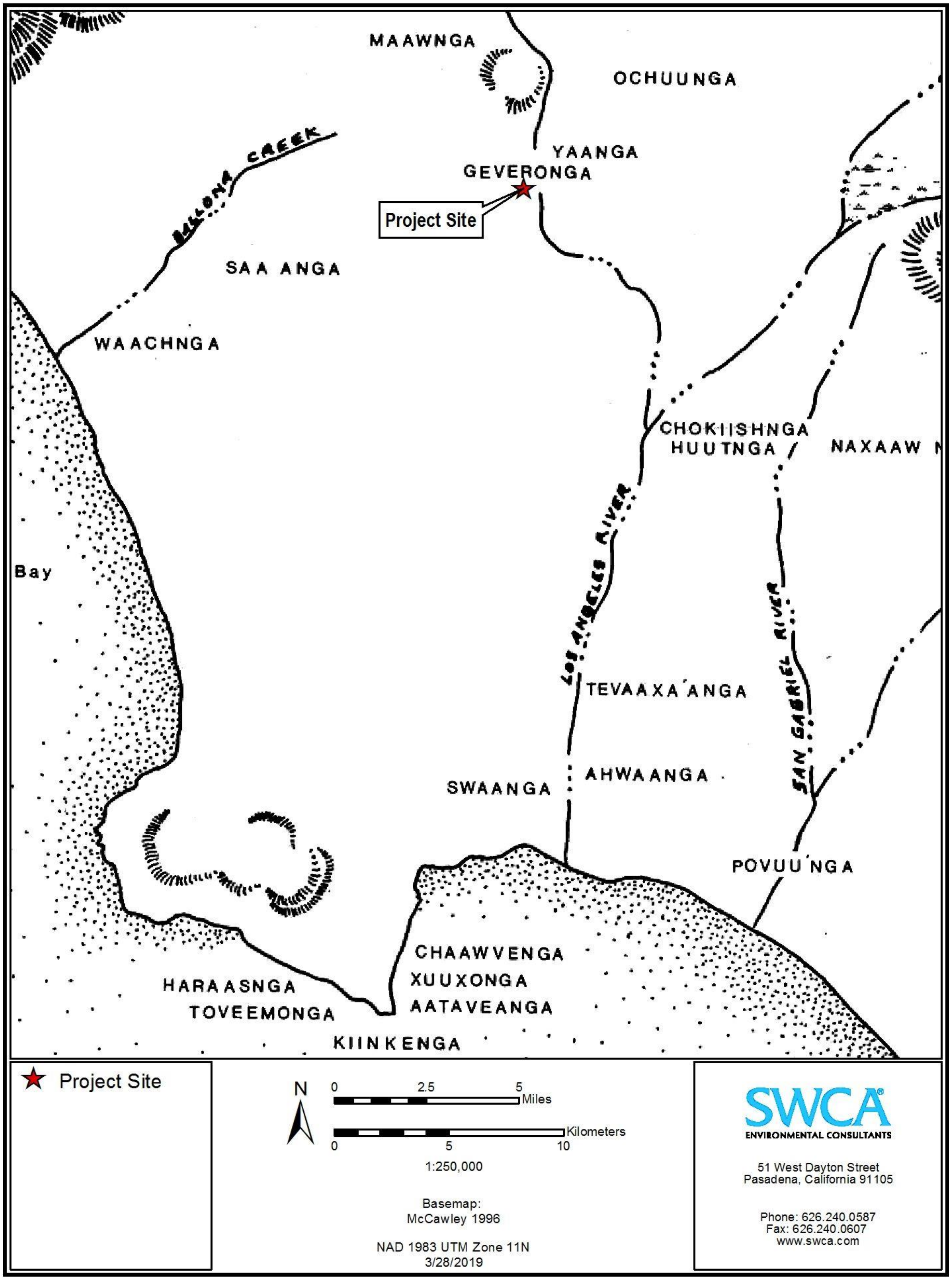

Figure 6. Project site plotted on McCawley's (1996:36) map of Gabrielieno placenames cited in ethongraphic sources.

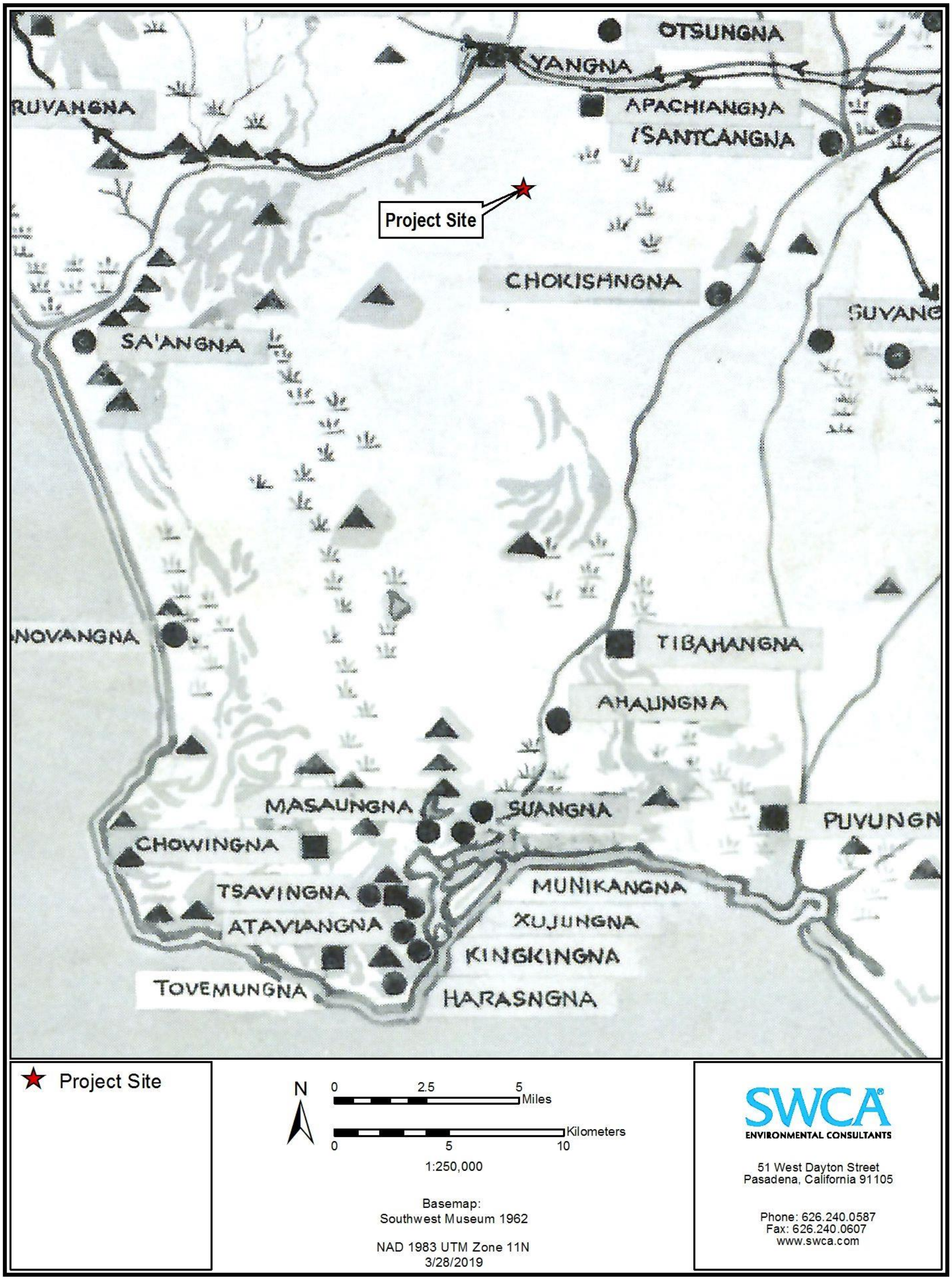

Figure 7. Project site plotted on a map of Native American and historical sites in the Los Angeles Basin published by the Southwest Museum (1962) and re-printed in Johnston (1962).

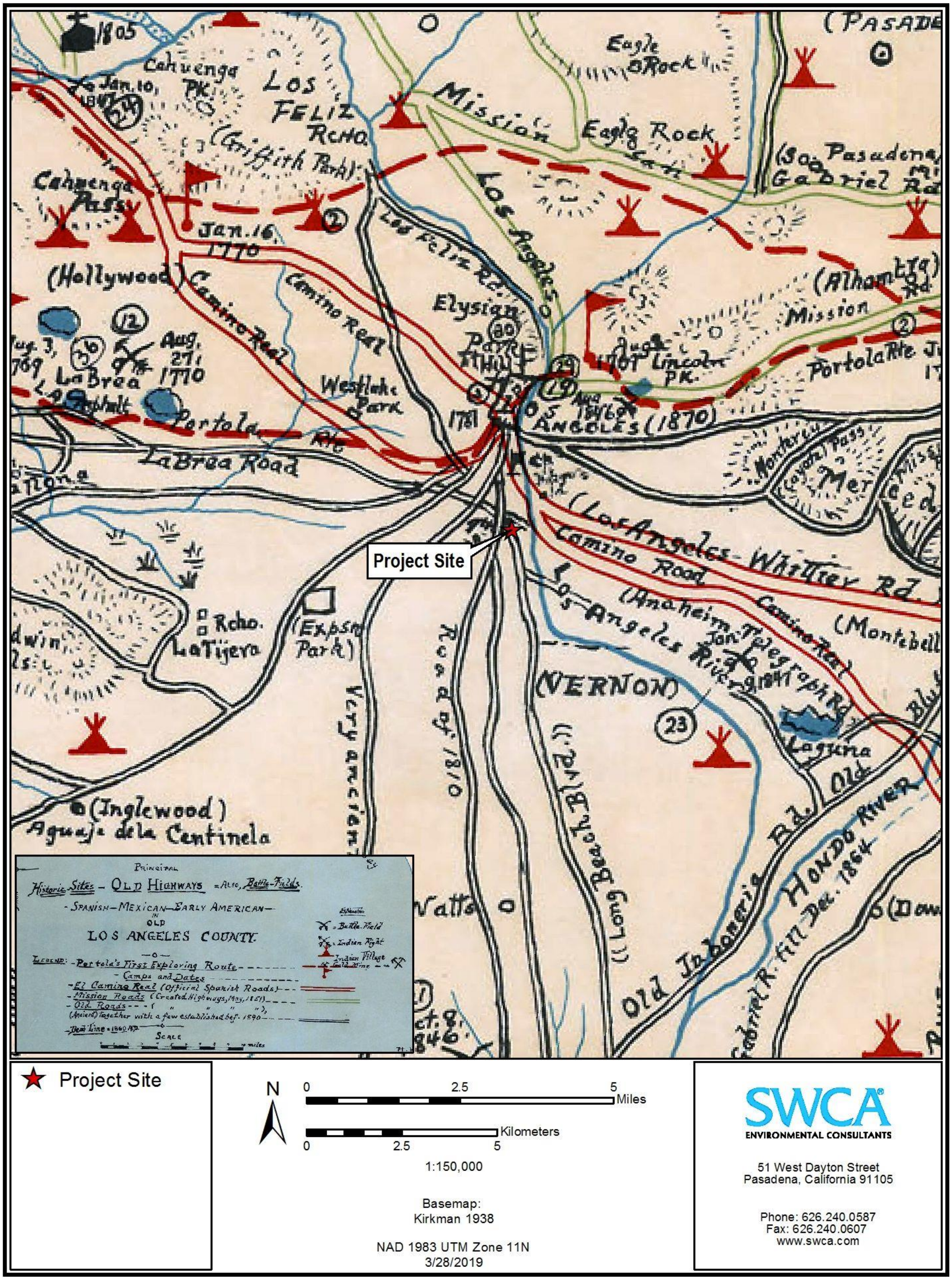

Figure 8. Project site plotted on the Kirkman-Harriman map (Kirkman 1938).

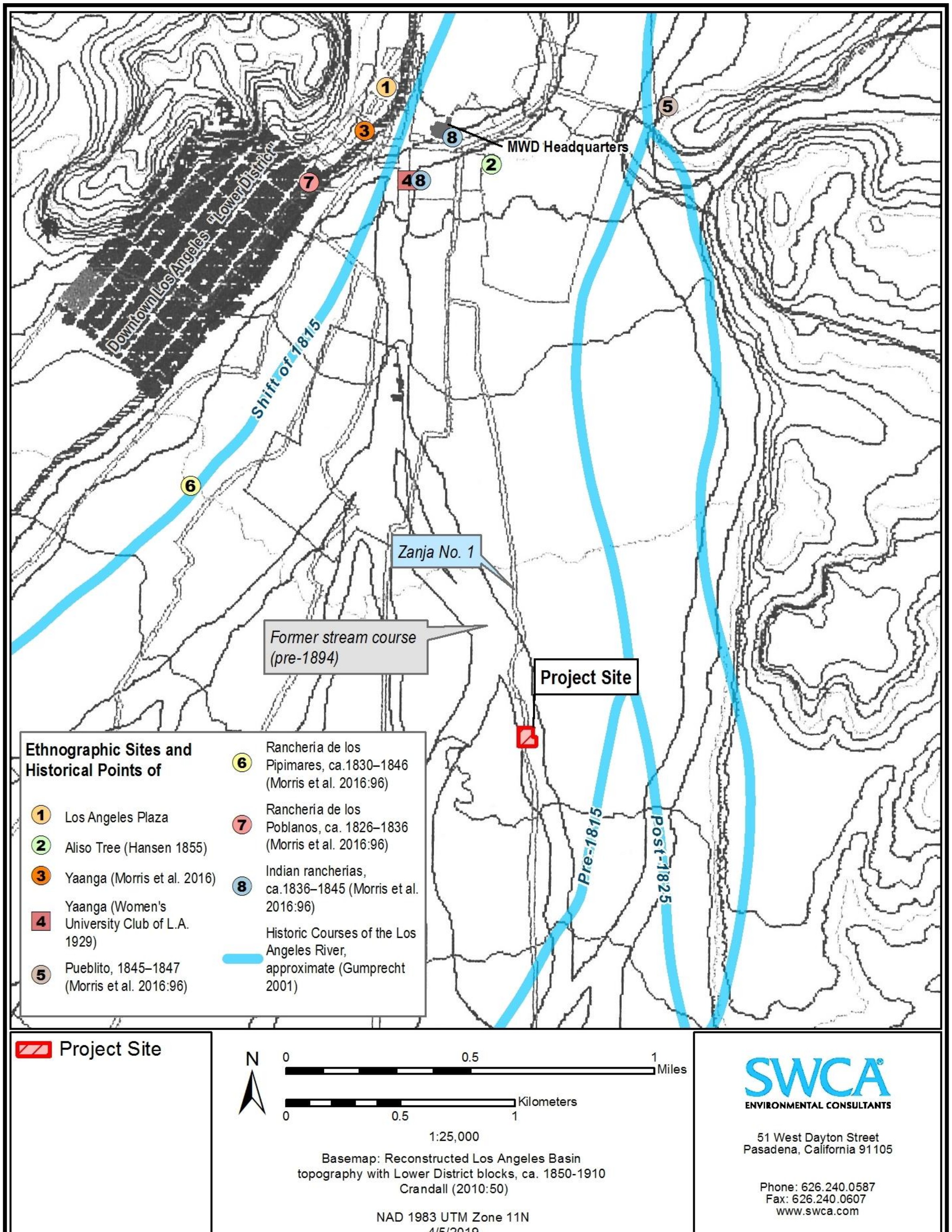

Figure 9. Historical reference points associated with Gabrielino settlement in the downtown Los Angeles area. The base map is a reconstruction of the late nineteenth century topography (gray contours) that includes former stream courses, irrigation channels (zanjas), and parcels composing the downtown "Lower District" (now downtown Los Angeles). Sources for the locations are indicated in the legend and footer.

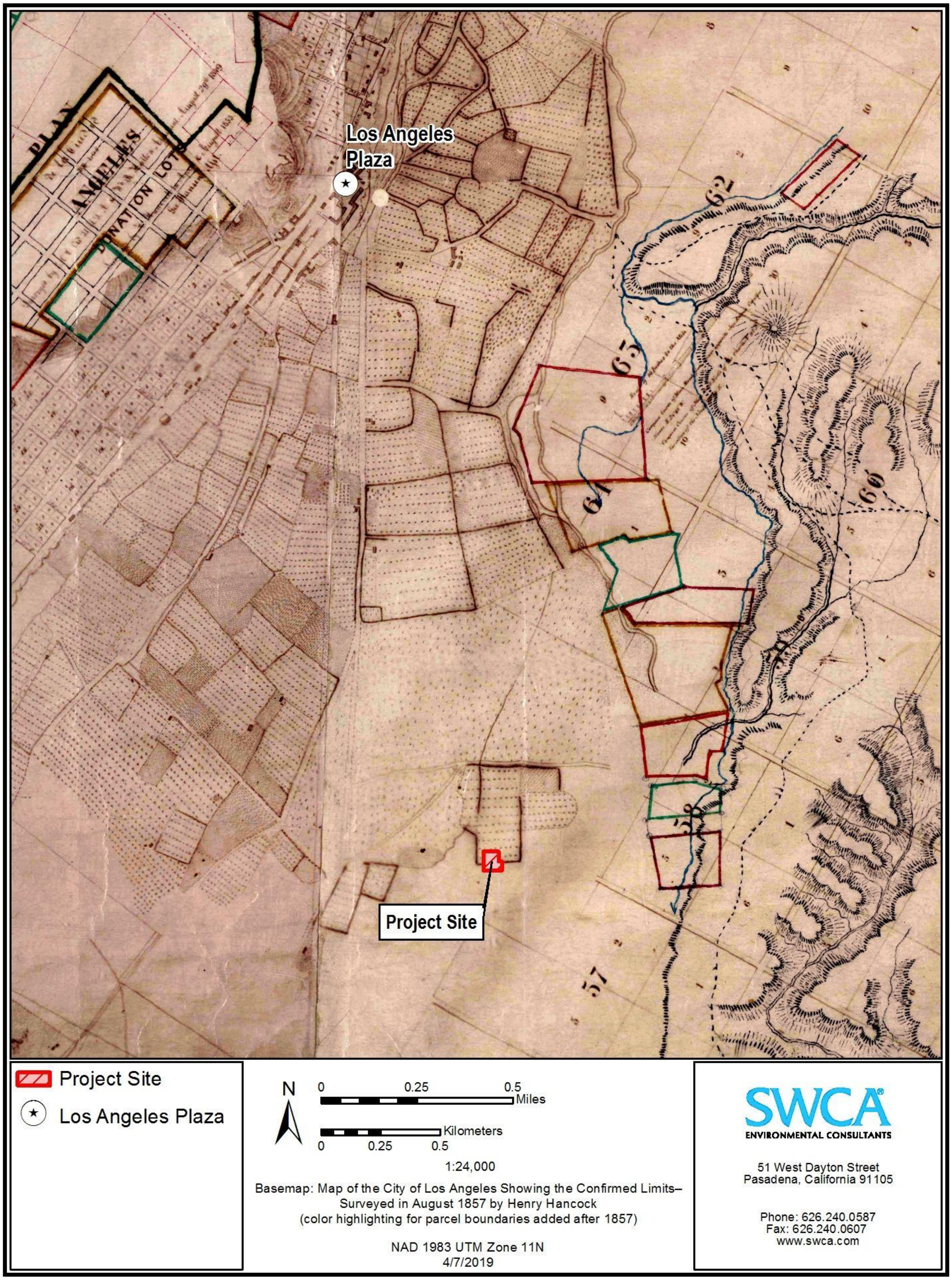

Figure 10. Project site plotted on an appended draft of Hancock's 1857 map, which was based on Ord's original map of the City (Ord 1849). The parcel overlapped by the Project site was identified as a corn field in Ord's original map. The colored property lines were added after 1857.

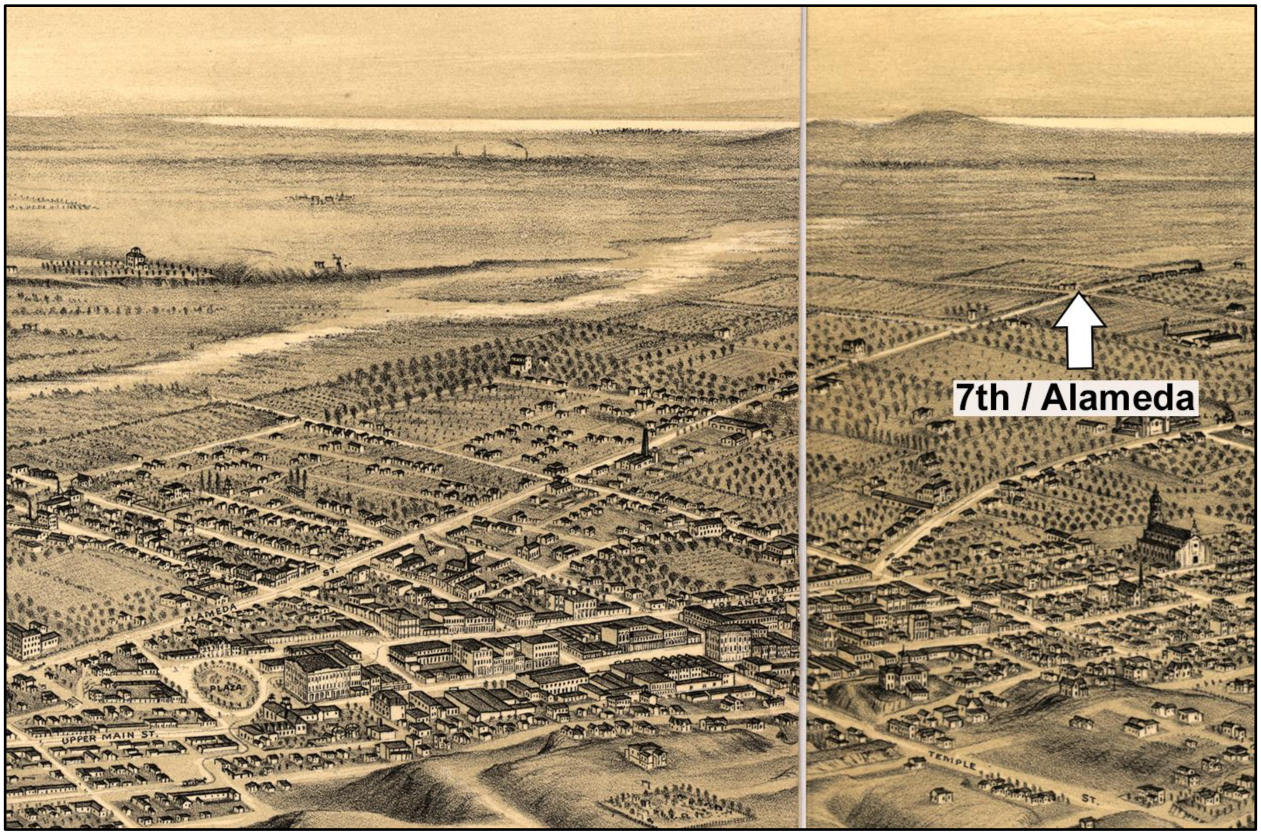

Figure 11. Bird's eye view of Los Angeles facing southwest illustrated by E.S. Glover in 1877. The Project site is located in the area southwest of 7th and Alameda Streets.

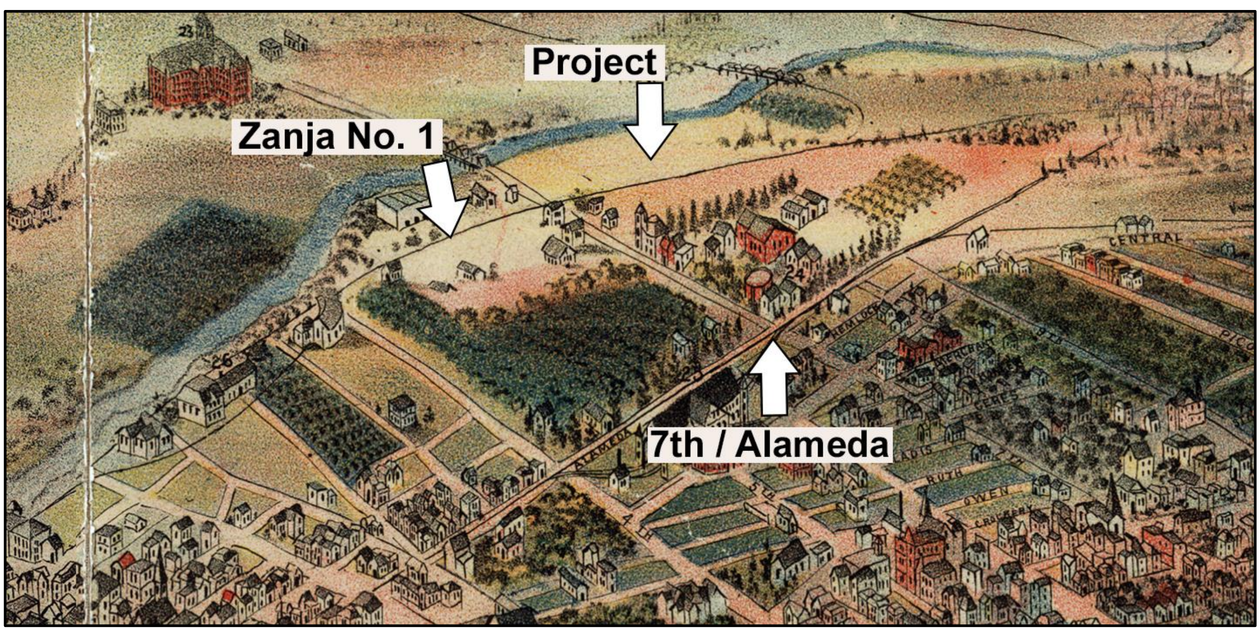

Figure 12. Illustration of Los Angeles by H.B. Elliott in 1891 facing southwest showing the vicinity of the Project site and an early alignment of Zanja No. 2. The zanja alignment corresponds to the same approximate route depicted by Ord, Hancock, and Hanson's survey maps. The Project site is located in the open space between the Los Angeles River and Alameda Street, south of 7th Street.

Figure 13. Project site plotted on the original plat for the City of Los Angeles, surveyed in 1858 by Henry Hancock and published in 1859. The city limits are outlined light red. The historic core—including the Los Angeles Plaza and pueblo site—are located in the center.

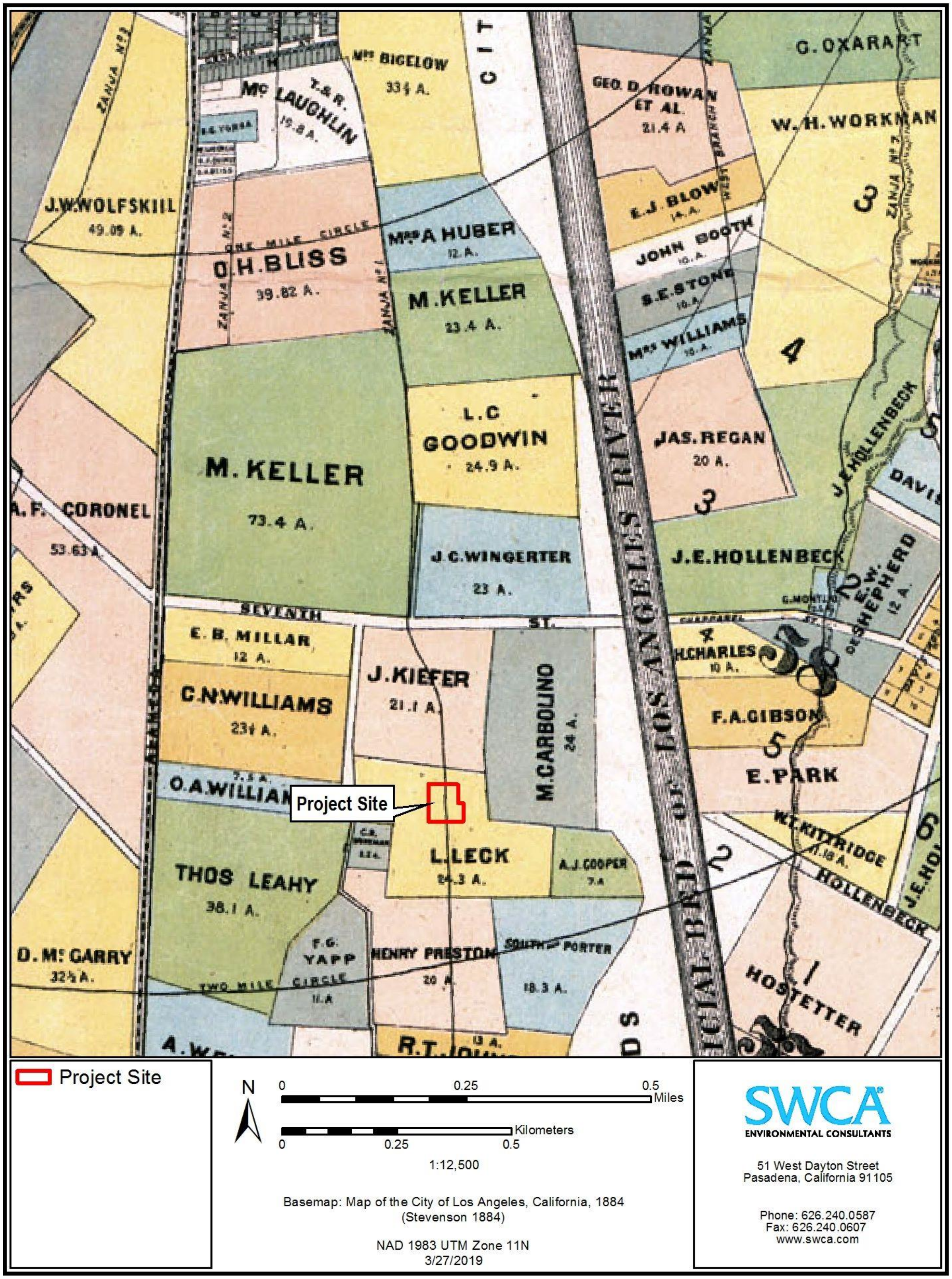

Figure 14. The project site plotted on Stevenson's 1884 real estate map. The project site is in a parcel owned by Lorenzo Leck, and Zanja No. 1 is located directly within the Project site.

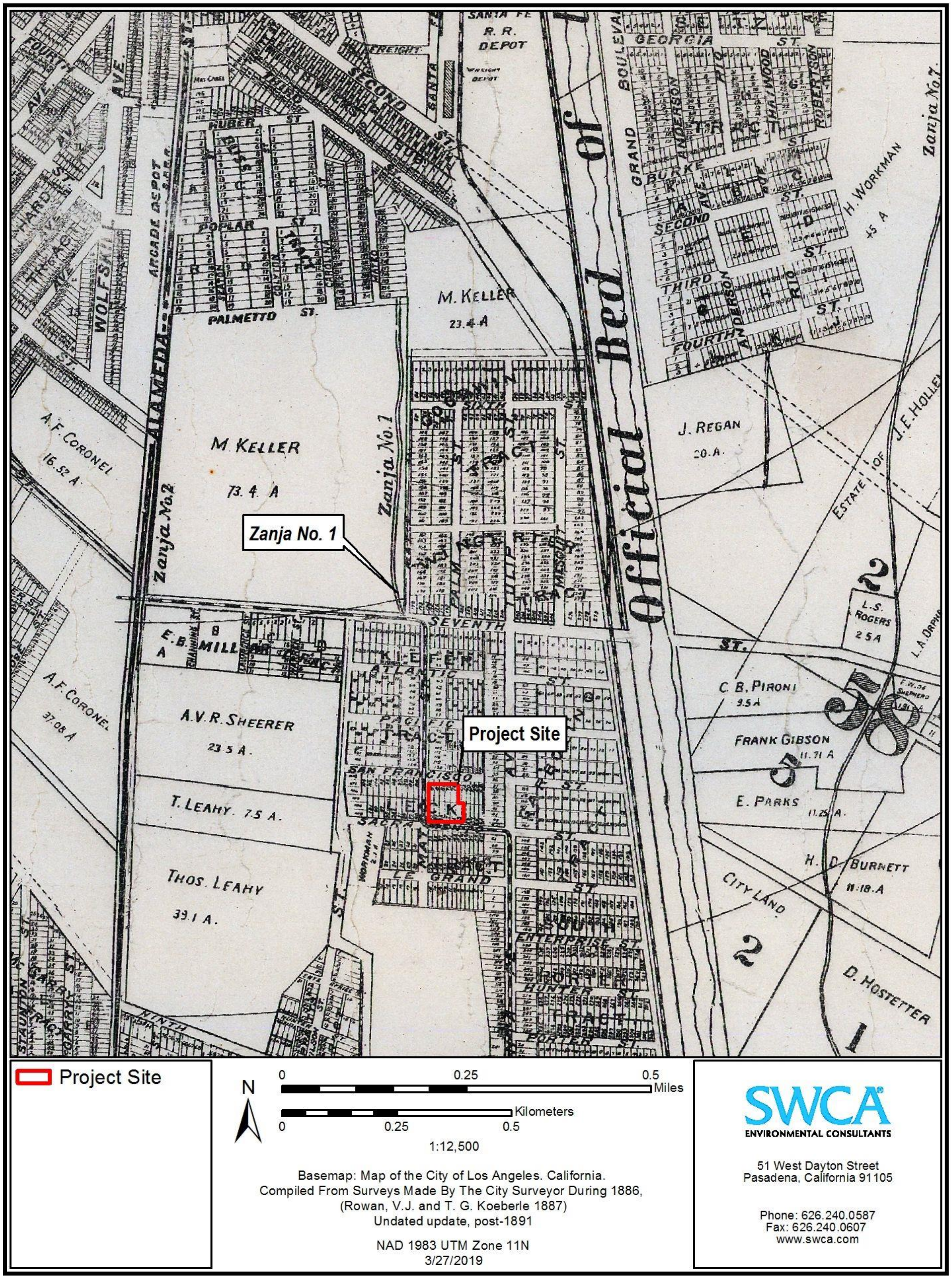

Figure 15. Project site plotted on an 1887 city map. This map is an updated version of Rowan and Koeberle's earlier 1886 map, showing the extensive development that occurred at the time. Zanja No. 1 can still be seen north of 7th Street but appears to longer exist within the Project site.

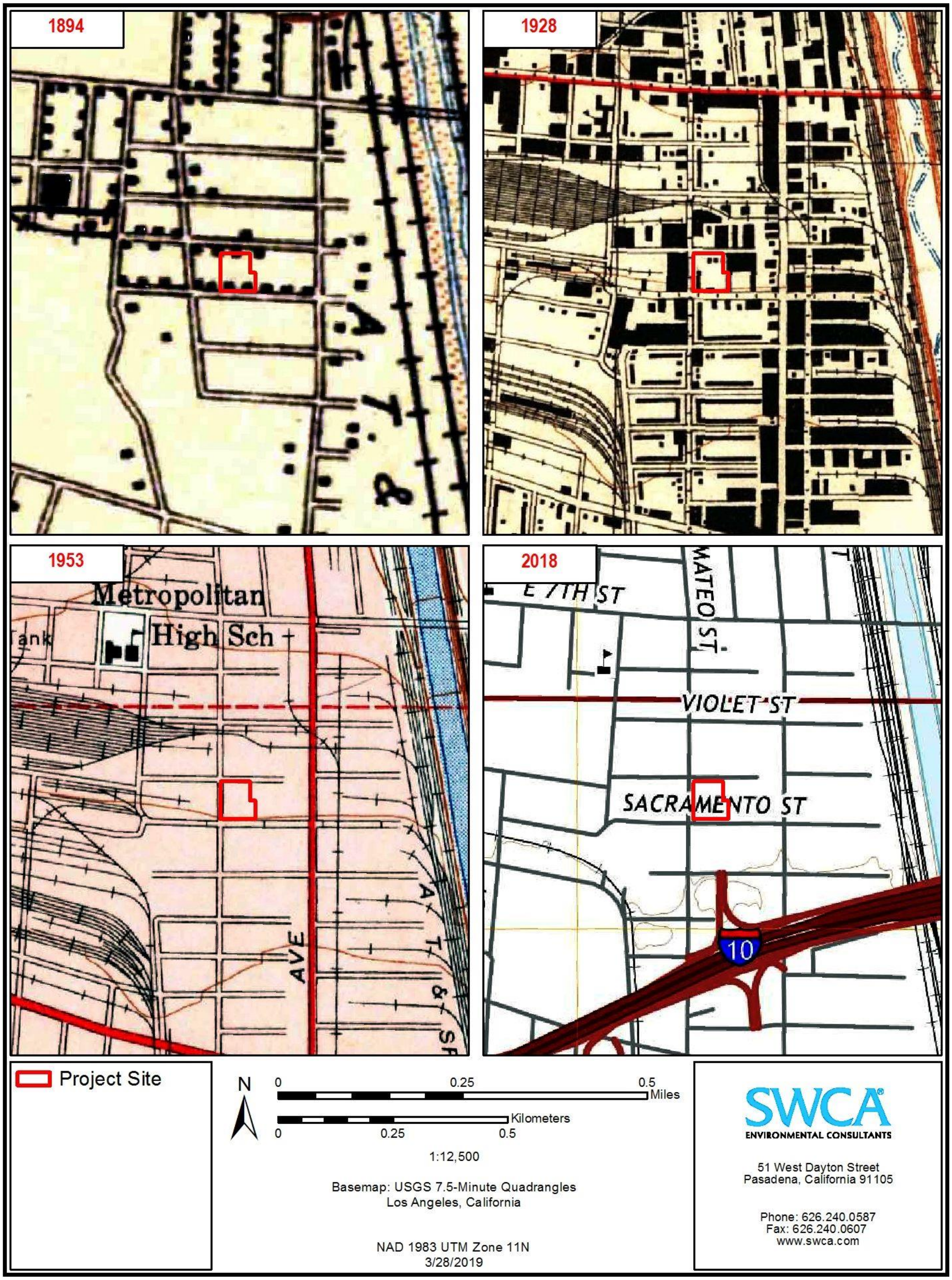

Figure 16. Project site plotted on USGS 7.5-minute topographic quadrangles from 1894 to 2018. Note that Mateo Street was present but not included in the 1894 map.

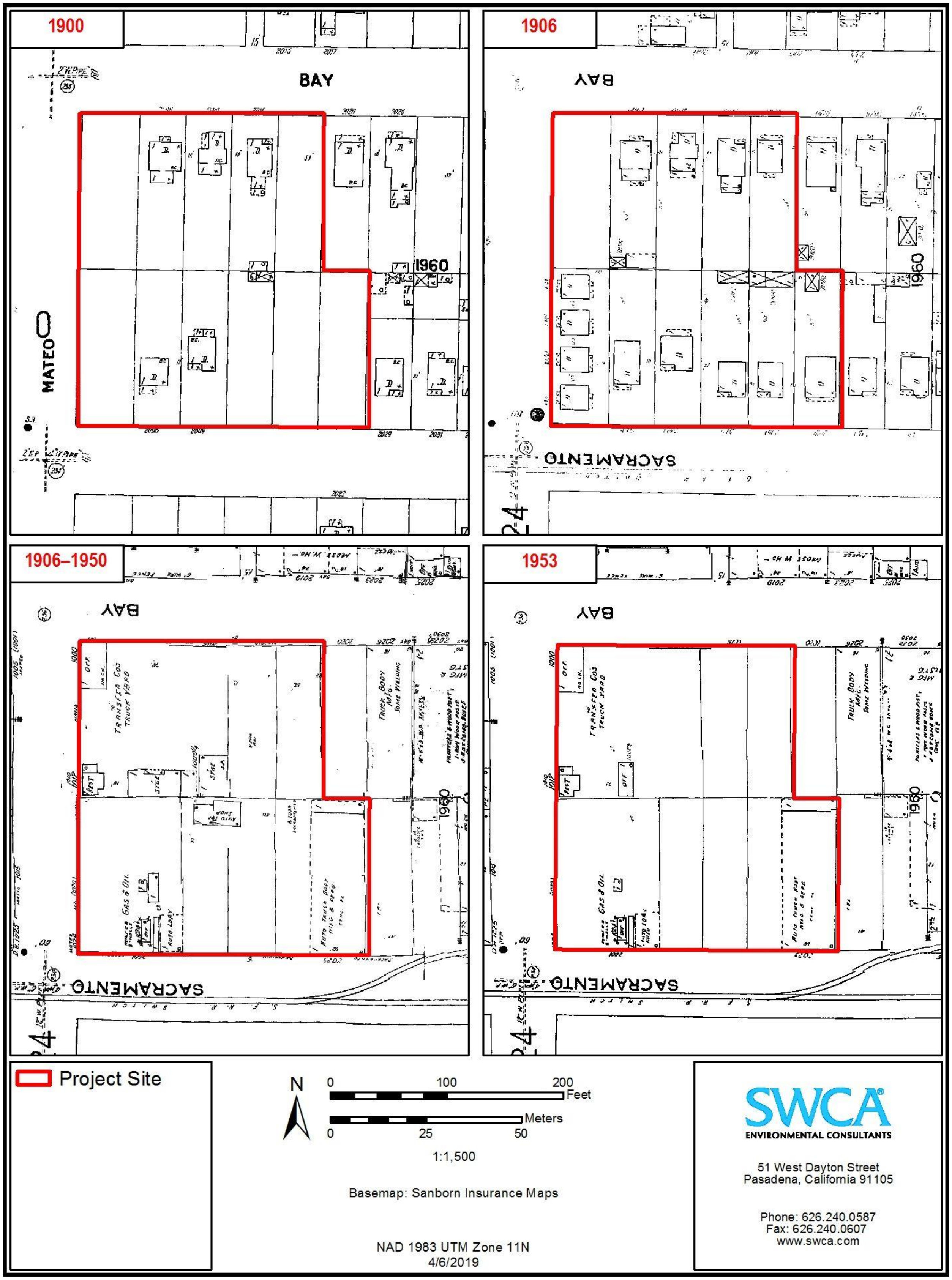

Figure 17. Project site plotted on Sanborn Fire Insurance maps from 1900 to 1953.

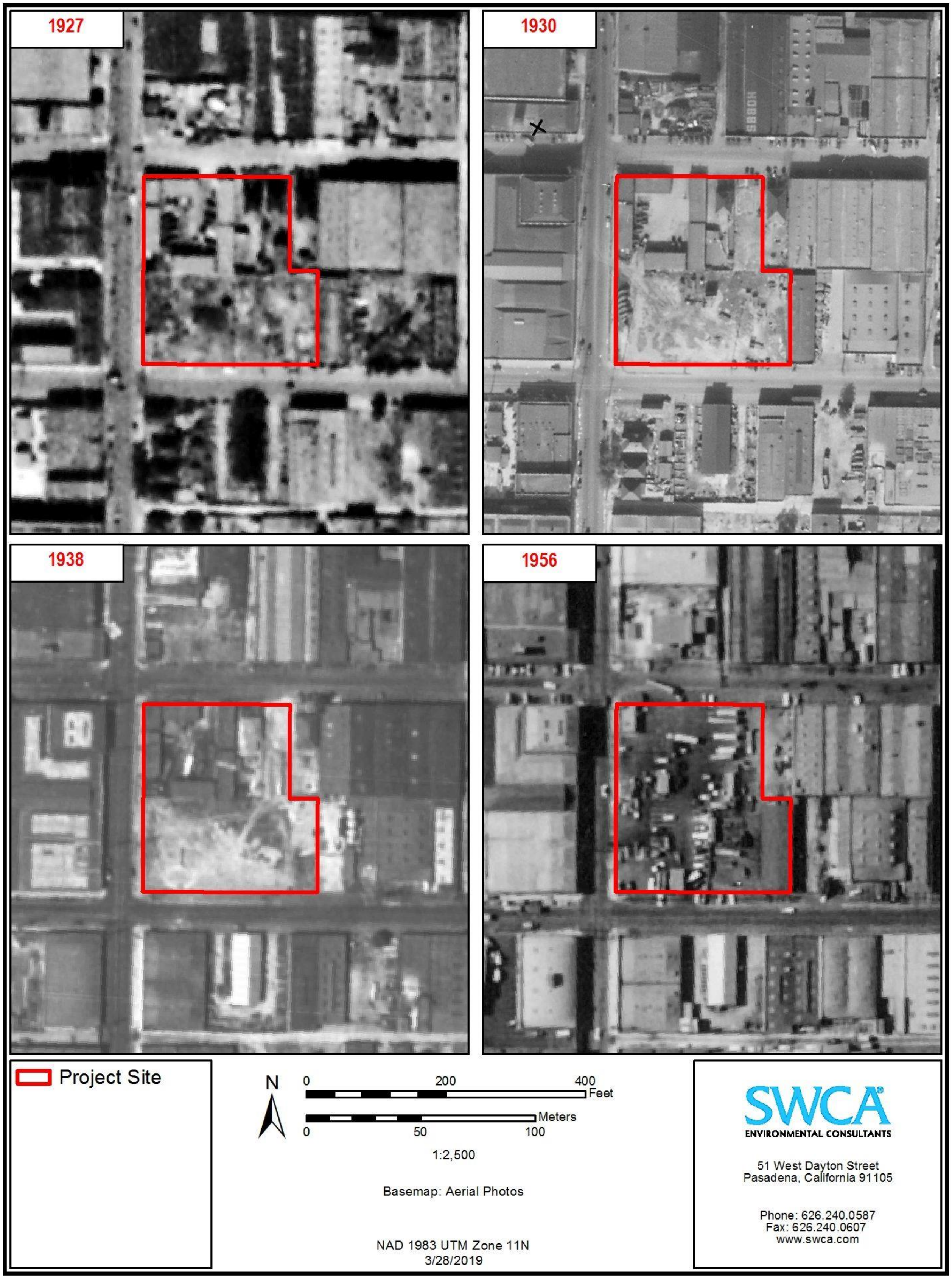

Figure 18. Project site plotted on aerial photographs from 1927, 1930, 1938, and 1956.

Figure 19. Geophysical survey results (Feldman 2015).

Appendix B.

Confidential Report Figure

[CONFIDENTIAL—NOT FOR PUBLIC DISTRIBUTION]

Archaeological and other heritage resources can be damaged or destroyed through uncontrolled public disclosure of information regarding their location. This appendix contains sensitive information regarding the nature and location of archaeological sites, which should not be disclosed to the general public or unauthorized persons and are exempt from public disclosure pursuant to the Public Records Act (California Code of Regulations Section 15120(d)).

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Appendix C.

Native American Heritage Commission (NAHC) Sacred Lands File (SLF) Search Results Letter

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NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

April 25, 2019

Chris Millington
SWCA

VIA Email to: cmillington@swca.com

RE: 1024 Mateo Street Mixed-Use Development Project, Los Angeles County

Dear Mr. Millington:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

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 lists contain current information. If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Associate Governmental Program Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
4/25/2019

Gabrieleno Band of Mission Indians - Kizh Nation Andrew Salas, Chairperson P.O. Box 393 Covina, CA, 91723 Phone: (626) 926 - 4131 admin@gabrielenoindians.org	Gabrieleno
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson P.O. Box 693 San Gabriel, CA, 91778 Phone: (626) 483 - 3564 Fax: (626) 286-1262 GTTribalcouncil@aol.com	Gabrieleno
Gabrielino /Tongva Nation Sandonne Goad, Chairperson 106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012 Phone: (951) 807 - 0479 sgoad@gabrielino-tongva.com	Gabrielino
Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson P.O. Box 490 Bellflower, CA, 90707 Phone: (562) 761 - 6417 Fax: (562) 761-6417 gtongva@gmail.com	Gabrielino
Gabrielino-Tongva Tribe Charles Alvarez, 23454 Vanowen Street West Hills, CA, 91307 Phone: (310) 403 - 6048 roadkingcharles@aol.com	Gabrielino

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 Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 1024 Mateo Street Mixed-Use Development Project, Los Angeles County.